

# NACOmatic

Effective: 26-Aug-2010

Expires: 23-Sep-2010



(Your Airplane Picture Here)

# Warranty

I make absolutely no warranty nor guarantee whatsoever about the accuracy, availability, applicability and/or correctness of any of the information in this document.

The official, original NACO documents are available for your downloading pleasure from: <http://naco.faa.gov/index.asp?xml=naco/onlineproducts>

# Copyright

This compilation is protected by US copyright laws and international copyright treaties.

# Limitations

The sale, hosting and/or distribution of this document in any and all forms, is prohibited.

# Release from Liability

All users of this compilation must agree to be legally bound hereby, that Douglas R. Ranz ("Released Party") SHALL NOT BE LIABLE FOR MY DEATH OR INJURY TO MY PERSON, OR FOR ANY LOSS FOR DAMAGE TO MY PROPERTY OR REPUTATION caused in any manner whatsoever, whether attributable to the negligence of the Released Party, or for any other reason, occurring during the time that I am operating an aircraft.

I do hereby waive any right of action against the Released Party from any and all causes or claims that I may have against them from the beginning of time. I further agree not to sue on any such cause or claim. This agreement shall not release liability for gross negligence or willful misconduct of the Released Party. I agree to indemnify and hold the Released Party harmless for any losses, judgments, damages or fees he may incur, including but not limited to attorneys fees, arising out any lawsuit related to the planning, flight and/or enforcement of or legal challenge to this agreement. It is my intention that this agreement be interpreted and enforced to the maximum extent allowed by Michigan law.

CT Min	Alt#1	-	5
CT Min	TO#1	-	10
	BDL	-	97
	BDR	-	28
	DXR	-	44
	GON	-	55
	HFD	-	63
	HVN	-	76
	IJD	-	92
	LZD	-	53
	MMK	-	73
	OXC	-	85
	SNC	-	40

CT Mins - Alternates #1	-	5
CT Mins - Take-Off #1	-	10
BRIDGEPORT . . . . . BDR	-	28
CHESTER . . . . . SNC	-	40
DANBURY . . . . . DXR	-	44
DANIELSON . . . . . LZD	-	53
GROTON NEW LONDON . GON	-	55
HARTFORD . . . . . HFD	-	63
MERIDEN . . . . . MMK	-	73
NEW HAVEN . . . . . HVN	-	76
OXFORD . . . . . OXC	-	85
WILLIMANTIC . . . . . IJD	-	92
WINDSOR LOCKS . . . . . BDL	-	97



**INSTRUMENT APPROACH PROCEDURE CHARTS**

**IFR ALTERNATE AIRPORT MINIMUMS**

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

**NAME ALTERNATE MINIMUMS**
**AUBURN-LEWISTON, ME**

AUBURN-LEWISTON

MUNI ..... **ILS or LOC Rwy 4<sup>1</sup>**  
**RNAV (GPS) Rwy 4<sup>2,3</sup>**  
**RNAV (GPS) Rwy 22<sup>2,3</sup>**
<sup>1</sup>ILS, Category C, 700-2, Category D,  
800-2½; LOC, NA.

<sup>2</sup>Category D, 800-2½.

<sup>3</sup>NA when local weather not available.

**AUGUSTA, ME**

AUGUSTA STATE ..... **ILS or LOC Rwy 17<sup>1</sup>**  
**RNAV (GPS)-B<sup>2</sup>**  
**RNAV (GPS) Rwy 8<sup>2</sup>**  
**RNAV (GPS) Rwy 35<sup>2</sup>**  
**VOR/DME Rwy 8<sup>2</sup>**
<sup>1</sup>ILS, Categories B,C,D, 700-2.

<sup>2</sup>NA when local weather not available.

**BANGOR, ME**

BANGOR INTL ..... **ILS or LOC Rwy 33**  
ILS, LOC, Categories A,B, 1000-2; Categories  
C,D,E, 1000-3.

**BARRE-MONTPELIER, VT**

EDWARD F.

KNAPP STATE ..... **ILS or LOC Rwy 17<sup>1</sup>**  
**RNAV (GPS) Rwy 17<sup>2,3</sup>**  
**RNAV (GPS) Rwy 35<sup>3,6</sup>**  
**VOR/DME Rwy 35<sup>4</sup>**  
**VOR Rwy 35<sup>5</sup>**
<sup>1</sup>ILS, LOC, Categories A,B, 1900-2; Categories  
C, D, 1900-3.

<sup>2</sup>Category C, 800-2½; Category D, 1400-3.

<sup>3</sup>NA when local weather not available.

<sup>4</sup>Categories A,B, 900-2; Category C, 900-2½;  
Category D, 1400-3.

<sup>5</sup>Categories A,B, 1600-2; Categories C,D,  
1600-3.

<sup>6</sup>Categories A,B, 900-2; Category C, 900-2½;  
Category D, 1400-3.

**NAME ALTERNATE MINIMUMS**
**BAR HARBOR, ME**

HANCOCK COUNTY-

BAR HARBOR ..... **LOC/DME BC Rwy 4**  
**ILS or LOC Rwy 22**  
**RNAV (GPS) Rwy 4**  
**RNAV (GPS) Rwy 22**

NA when local weather not available.

**BEDFORD, MA**

LAURENCE G. HANSCOM

FIELD ..... **ILS or LOC Rwy 11<sup>1,2,3</sup>**  
**ILS or LOC Rwy 29<sup>1,3,4</sup>**  
**RNAV (GPS) Rwy 11<sup>3</sup>**  
**RNAV (GPS) Rwy 23<sup>3</sup>**  
**RNAV (GPS) Rwy 29<sup>3</sup>**  
**VOR Rwy 23<sup>1</sup>**
<sup>1</sup>NA when control tower closed.

<sup>2</sup>ILS, Category D, 700-2.

<sup>3</sup>NA when local weather not available.

<sup>4</sup>ILS, Categories A,B, 800-2; Category C,  
800-2½; Category D, 800-2½. LOC, Category  
C, 800-2½; Category D, 800-2½.

**BERLIN, NH**

BERLIN RGNL ..... **VOR-B<sup>1</sup>**  
**VOR/DME Rwy 18<sup>2</sup>**
<sup>1</sup>Categories A,B, 1100-2; Category C, 1100-3;  
Category D, 1200-3.

<sup>2</sup>Category B, 1200-2; Category C, 1200-3;  
Category D, 1300-3.

**BEVERLY, MA**

BEVERLY MUNI ..... **LOC Rwy 16**

NA when control tower closed.

NA when local weather not available.

**BLOCK ISLAND, RI**

BLOCK ISLAND STATE .. **RNAV (GPS) Rwy 28**  
**VOR Rwy 28**

NA when local weather not available.

26 AUG 2010 to 23 SEP 2010

26 AUG 2010 to 23 SEP 2010

# ALTERNATE MINS

E2



NAME ALTERNATE MINIMUMS

## BOSTON, MA

GENERAL EDWARD LAWRENCE LOGAN  
INTL ..... ILS or LOC Rwy 4R<sup>1</sup>  
ILS Rwy 15R<sup>1</sup>  
ILS Rwy 22L<sup>1</sup>  
ILS Rwy 27<sup>1</sup>  
ILS or LOC Rwy 33L<sup>1</sup>  
RNAV (GPS) Rwy 32<sup>2</sup>  
VOR/DME Rwy 15R<sup>3</sup>

<sup>1</sup>ILS, 700-2.

<sup>2</sup>Categories A,B,1000-2; Category C, 1000-2½;  
Category D, 1000-3.

<sup>3</sup>Category C, 800-2½; Category D, 800-2½.

## BRIDGEPORT, CT

IGOR I. SIKORSKY MEMORIAL ..... ILS Rwy 6<sup>12</sup>  
VOR Rwy 6<sup>3</sup>  
VOR Rwy 24<sup>3</sup>  
VOR Rwy 29<sup>3</sup>

<sup>1</sup>NA when control tower closed.

<sup>2</sup>ILS, Categories B,C, 700-2; Category D,  
900-2½. LOC, Category D, 900-2½.

<sup>3</sup>Category D, 900-2½.

## BURLINGTON, VT

BURLINGTON  
INTL ..... ILS or LOC/DME Rwy 15<sup>123</sup>  
ILS or LOC/DME Rwy 33<sup>124</sup>  
VOR Rwy 1<sup>2</sup>

<sup>1</sup>ILS, Category D, 700-2.

<sup>2</sup>NA when control tower closed.

<sup>3</sup>NA when local weather not available.

<sup>4</sup>LOC, Category E, 1000-3.

## CARIBOU, ME

CARIBOU MUNI ..... RNAV (GPS) Rwy 19  
NA when local weather not available.

## CHATHAM, MA

CHATHAM MUNI ..... RNAV (GPS)-B  
NA when local weather not available.

## CHESTER, CT

CHESTER ..... RNAV (GPS) Rwy 17  
RNAV (GPS) Rwy 35  
VOR-A  
NA when local weather not available.

## CONCORD, NH

CONCORD MUNI ..... RNAV (GPS) Rwy 12<sup>1</sup>  
RNAV (GPS) Rwy 17<sup>2</sup>  
RNAV (GPS) Rwy 35<sup>2</sup>  
VOR-A<sup>1</sup>

<sup>1</sup>Categories A,B, 900-2; Category C, 900-2½;  
Category D, 900-2½.

<sup>2</sup>Category D, 900-2½.

NAME ALTERNATE MINIMUMS

## DANBURY, CT

DANBURY MUNI ..... GPS Rwy 8  
LOC Rwy 8<sup>1</sup>  
VOR or GPS-A  
Categories A,B, 1000-2; Category C, 1000-2½;  
Category D, 1000-3.  
<sup>1</sup>NA when local weather not available.

## FITCHBURG, MA

FITCHBURG MUNI ..... NDB Rwy 20<sup>1</sup>  
RNAV (GPS) Rwy 14<sup>1</sup>  
RNAV (GPS) Rwy 20<sup>2</sup>  
RNAV (GPS) Rwy 32<sup>2</sup>  
NDB-A<sup>3</sup>

<sup>1</sup>Categories A,B, 1000-2; Category C, 1000-3.

<sup>2</sup>Category B, 1000-2; Category C, 1000-3.

<sup>3</sup>Category A, 900-2; Category B, 1000-2;  
Category C, 1000-3.

## FRYEBURG, ME

EASTERN SLOPES  
RGNL ..... NDB-B<sup>1</sup>  
RNAV (GPS) Rwy 32<sup>2</sup>

NA when local weather not available.

<sup>1</sup>Categories A, B, 1400-2; Category C, 1400-3.

<sup>2</sup>Categories A, B, 1100-2; Category C, 1100-3.

## GROTON(NEW LONDON), CT

GROTON-NEW LONDON ..... ILS or LOC Rwy 5  
ILS, Categories B,C,D, 700-2.

## HARTFORD, CT

HARTFORD-BRAINARD ..... LDA Rwy 2  
VOR or GPS-A  
NA when control tower closed.  
Category C, 1000-2½, Category D, 1000-3.

## HIGHGATE, VT

FRANKLIN COUNTY  
STATE ..... RNAV (GPS) Rwy 1  
NA when local weather not available.

## HYANNIS, MA

BARNSTABLE MUNI-BOARDMAN/  
POLANDO FIELD ..... ILS or LOC Rwy 15<sup>1</sup>  
ILS or LOC Rwy 24<sup>1</sup>  
RNAV (GPS) Rwy 6  
RNAV (GPS) Rwy 15  
RNAV (GPS) Rwy 24  
VOR Rwy 6<sup>2</sup>

NA when local weather not available.

<sup>1</sup>NA when control tower closed.

<sup>2</sup>Categories A,B, 900-2; Category C, 900-2½;  
Category D, 900-2½.

26 AUG 2010 to 23 SEP 2010

26 AUG 2010 to 23 SEP 2010

**NAME** **ALTERNATE MINIMUMS**  
**JAFFREY, NH**  
JAFFREY AIRPORT-  
SILVER RANCH ..... **VOR or GPS-A**  
Non-DME minima, Categories A,B, 900-2.

**KEENE, NH**  
DILLANT-HOPKINS ..... **RNAV (GPS) Rwy 2<sup>1</sup>**  
**VOR Rwy 2<sup>2</sup>**  
NA when local weather not available.  
<sup>1</sup>Category A, 900-2; Category B, 1000-2;  
Category C, 1000-3; Category D, 1200-3.  
<sup>2</sup>Categories A, B, 1700-2; Category C, D, 1700-3.

**LACONIA, NH**  
LACONIA MUNI ..... **ILS or LOC Rwy 8<sup>1</sup>**  
**NDB Rwy 8<sup>2</sup>**  
**RNAV (GPS) Rwy 8<sup>3</sup>**  
**RNAV (GPS) Rwy 26<sup>3</sup>**  
NA when local weather not available.  
<sup>1</sup>ILS, LOC, Category A, 900-2; Category B, 1100-2; Category C, 1100-3; Category D, 1700-3.  
<sup>2</sup>Category A, 1000-2; Category B, 1100-2; Category C, 1100-3; Category D, 1700-3.  
<sup>3</sup>Category A, 900-2; Category B, 1000-2; Category C, 1100-3; Category D, 1700-3.

**LAWRENCE, MA**  
LAWRENCE MUNI ..... **ILS Rwy 5<sup>1</sup>**  
**NDB or GPS Rwy 5<sup>2</sup>**  
<sup>1</sup>NA when control tower closed.  
<sup>2</sup>Category C, 800-2½; Category D, 800-2½.

**LEBANON, NH**  
LEBANON MUNI ..... **ILS or LOC Rwy 18<sup>1,2</sup>**  
**RNAV (GPS) Rwy 7<sup>3</sup>**  
**RNAV (GPS) Rwy 18<sup>3</sup>**  
**RNAV (GPS) Rwy 25<sup>3</sup>**  
**RNAV (GPS) Rwy 36<sup>4</sup>**  
**VOR/DME Rwy 7<sup>5</sup>**  
**VOR Rwy 25<sup>6</sup>**  
<sup>1</sup>NA when control tower closed.  
<sup>2</sup>ILS, LOC, Category A, 1000-2; Category B, 1200-2; Categories C, D, 1300-3.  
<sup>3</sup>Category A, 1100-2; Category B, 1200-2; Category C, D, 1200-3.  
<sup>4</sup>Categories A, B, 1200-2; Categories C, D, 1200-3.  
<sup>5</sup>Categories A, B, 1000-2; Categories C, D, 1100-3.  
<sup>6</sup>Categories A, B, 1100-2; Categories C, D, 1100-3.

**NAME** **ALTERNATE MINIMUMS**  
**LYNDONVILLE, VT**  
CALEDONIA COUNTY ..... **RNAV (GPS) Rwy 2**  
NA when local weather not available.  
Category A, B, 900-2.

**MANCHESTER, NH**  
MANCHESTER ..... **ILS or LOC/DME Rwy 17<sup>1,2</sup>**  
**ILS or LOC Rwy 6<sup>2</sup>**  
**ILS or LOC Rwy 35<sup>2</sup>**  
**RNAV (GPS) Rwy 6<sup>1</sup>**  
**RNAV (GPS) Rwy 35<sup>1</sup>**  
**RNAV (GPS) Y Rwy 17<sup>1</sup>**  
**VOR/DME Rwy 17<sup>3</sup>**  
<sup>1</sup>NA when local weather not available.  
<sup>2</sup>ILS, Categories A, B, C, D, 700-2.  
<sup>3</sup>Category C, 800-2½; Category D, 800-2½.

**MARSHFIELD, MA**  
MARSHFIELD MUNI-GEORGE  
HARLOW FIELD ..... **NDB Rwy 24**  
**RNAV (GPS) Rwy 6**  
**RNAV (GPS) Rwy 24**  
NA when local weather not available.

**MILLINOCKET, ME**  
MILLINOCKET MUNI ..... **RNAV (GPS) Rwy 29**  
**VOR Rwy 29**  
NA when local weather not available.  
Category D, 800-2½.

**NANTUCKET, MA**  
NANTUCKET  
MEMORIAL ..... **ILS or LOC Rwy 6<sup>1,2</sup>**  
**ILS or LOC Rwy 24<sup>1,2</sup>**  
**NDB Rwy 24<sup>1</sup>**  
**RNAV (GPS) Rwy 6<sup>2</sup>**  
**RNAV (GPS) Rwy 24<sup>2</sup>**  
**RNAV (GPS) Rwy 33<sup>2</sup>**  
**VOR Rwy 24<sup>2</sup>**  
<sup>1</sup>NA when control tower closed.  
<sup>2</sup>NA when local weather not available.

**NASHUA, NH**  
BOIRE FIELD ..... **RNAV (GPS) Rwy 32<sup>1</sup>**  
**VOR or GPS-A<sup>2,3</sup>**  
**VOR Rwy 32<sup>2,4</sup>**  
<sup>1</sup>NA when local weather not available.  
<sup>2</sup>NA when control tower closed.  
<sup>3</sup>Category D, 800-2½.  
<sup>4</sup>Category C, 800-2½; Category D, 800-2½.

**NEW BEDFORD, MA**  
NEW BEDFORD RGNL ..... **ILS or LOC Rwy 5<sup>1</sup>**  
**LOC BC Rwy 23**  
**NDB Rwy 5**  
NA when control tower closed.  
<sup>1</sup>ILS, 700-2.

# ALTERNATE MINS

E4

NAME ALTERNATE MINIMUMS

## NEW HAVEN, CT

TWEED-NEW HAVEN ..... ILS or LOC Rwy 2<sup>1</sup>  
RNAV (GPS) Rwy 2<sup>2</sup>  
VOR-A<sup>2</sup>  
VOR Rwy 2<sup>2</sup>

NA when control tower closed.

NA when local weather not available.

<sup>1</sup>ILS, Categories A,B,C, 800-2; Category D,  
800-2½. LOC, Category D, 800-2½.

<sup>2</sup>Category D, 800-2½

## NEWPORT, RI

NEWPORT STATE ..... RNAV (GPS) Rwy 16  
VOR/DME Rwy 16

NA when local weather not available.

## NORTH KINGSTOWN, RI

QUONSET STATE ..... ILS or LOC Rwy 16<sup>12</sup>  
RNAV (GPS) Rwy 16<sup>3</sup>  
RNAV (GPS) Rwy 34<sup>3</sup>  
VOR-A<sup>1</sup>  
VOR Rwy 34<sup>1</sup>

<sup>1</sup>NA when control tower closed.

<sup>2</sup>ILS, Categories A,B,C, 800-2; Category D,  
800-2½. LOC, Category D, 800-2½.

<sup>3</sup>NA when local weather not available.

## NORWOOD, MA

NORWOOD MEMORIAL ..... LOC Rwy 35  
NA when control tower closed.

## ORANGE, MA

ORANGE MUNI ..... VOR-A  
Categories A,B, 1400-2; Categories C,D,  
1400-3.

## OXFORD, CT

WATERBURY-OXFORD.. RNAV (GPS) Rwy 18  
NA when local weather not available.

## PAWTUCKET, RI

NORTH  
CENTRAL STATE ..... RNAV (GPS) Rwy 5  
RNAV (GPS) Rwy 23  
VOR-A  
VOR-B

NA when local weather not available.

## PITTSFIELD, MA

PITTSFIELD MUNI ..... LOC Rwy 26<sup>1</sup>  
RNAV (GPS) Rwy 8<sup>23</sup>  
RNAV (GPS) Rwy 26<sup>24</sup>

<sup>1</sup>Categories A, B, 1200-2; Category C, D, 1200-3.

<sup>2</sup>NA when local weather not available.

<sup>3</sup>Categories A, B, 1100-2; Categories C, D,  
1100-3.

<sup>4</sup>Categories A, B, 1000-2; Category C, 1000-2½; Category D, 1100-3.

NAME ALTERNATE MINIMUMS

## PLYMOUTH, MA

PLYMOUTH MUNI ..... ILS or LOC/DME Rwy 6  
RNAV (GPS) Rwy 6  
NA when local weather not available.

## PORTLAND, ME

PORTLAND INTL  
JETPORT ..... ILS or LOC Rwy 11  
ILS or LOC Rwy 29  
ILS, Category D, 700-2.

## PORTSMOUTH, NH

PORTSMOUTH  
INTL AT PEASE ..... ILS or LOC Rwy 16<sup>1</sup>  
ILS or LOC Rwy 34<sup>1</sup>  
RNAV (GPS) Rwy 16<sup>2</sup>  
RNAV (GPS) Rwy 34<sup>2</sup>

<sup>1</sup>ILS, Category E, 700-2½. LOC, Category E,  
800-2½.

<sup>2</sup>Category E, 800-2½.

## PRESQUE ISLE, ME

NORTHERN MAINE REGIONAL AIRPORT  
AT PRESQUE ISLE ..... ILS or LOC Rwy 11<sup>2</sup>  
RNAV (GPS) Rwy 1<sup>1</sup>  
RNAV (GPS) Rwy 19<sup>13</sup>  
RNAV (GPS) Rwy 28<sup>1</sup>  
VOR Rwy 19<sup>4</sup>

<sup>1</sup>NA when local weather not available.

<sup>2</sup>Categories B, C, D, 700-2.

<sup>3</sup>Category D, 800-2½.

<sup>4</sup>Category C, 800-2½; Category D, 800-2½.

## PROVIDENCE, RI

THEODORE FRANCIS GREEN  
STATE ..... ILS or LOC Rwy 5  
ILS or LOC Rwy 23  
ILS Rwy 34

NA when control tower closed.

## ROCHESTER, NH

SKYHAVEN ..... RNAV (GPS) Rwy 33  
VOR/DME-A

NA when local weather not available.

## ROCKLAND, ME

KNOX COUNTY RGNL ..... RNAV (GPS) Rwy 3  
RNAV (GPS) Rwy 31  
NA when local weather not available.

## RUTLAND, VT

RUTLAND -SOUTHERN  
VERMONT RGNL ..... RNAV (GPS) Rwy 1<sup>1</sup>  
RNAV (GPS) Rwy 19<sup>2</sup>  
VOR/DME Rwy 19<sup>3</sup>

NA when local weather not available.

<sup>1</sup>Categories A, B, 2400-2; Category C, 2400-3.

<sup>2</sup>Categories A, B, 1500-2; Category C, 1500-3.

<sup>3</sup>Categories A, B, 1800-2; Category C, 1800-3.

26 AUG 2010 to 23 SEP 2010

26 AUG 2010 to 23 SEP 2010

# ALTERNATE MINS

E5

NAME ALTERNATE MINIMUMS  
**SANFORD, ME**  
SANFORD RGNL ..... RNAV (GPS) Rwy 32  
NA when local weather not available.

**TAUNTON, MA**  
TAUNTON MUNI-  
KING FIELD ..... RNAV (GPS) Rwy 30  
NA when local weather not available.

**VINEYARD HAVEN, MA**  
MARTHA'S VINEYARD ..... ILS or LOC Rwy 24<sup>1</sup>  
RNAV (GPS) Rwy 6  
RNAV (GPS) Rwy 24  
VOR Rwy 6  
VOR Rwy 24  
NA when local weather not available.  
<sup>1</sup>NA when control tower closed.

**WATERVILLE, ME**  
WATERVILLE  
ROBERT LAFLEUR ..... ILS or LOC/DME Rwy 5  
RNAV (GPS) Rwy 5  
RNAV (GPS) Rwy 23  
NA when local weather not available.

**WESTFIELD/SPRINGFIELD, MA**  
BARNES MUNI ..... ILS or LOC Rwy 20<sup>12</sup>  
RNAV (GPS) Rwy 2<sup>3</sup>  
RNAV (GPS) Rwy 20<sup>12</sup>  
VOR or TACAN Rwy 2<sup>45</sup>  
VOR Rwy 20<sup>46</sup>

<sup>1</sup>Categories, A,B, 900-2; Category C, 900-2½;  
Category D, 900-3.

<sup>2</sup>NA when local weather not available.

<sup>3</sup>Categories A, B, 1100-2; Categories C, D,  
1100-3; Category E, 1300-3.

<sup>4</sup>NA when control tower closed.

<sup>5</sup>Categories A, B, 900-2; Category C, 900-2½;  
Category D, 900-3; Category E, 1300-3.

<sup>6</sup>Categories A, B, 900-2; Category C, 900-2½;  
Category D, 900-3.

**WHITEFIELD, NH**  
MOUNT WASHINGTON  
RGNL ..... RNAV (GPS) Y Rwy 10<sup>12</sup>  
RNAV (GPS) Z Rwy 10<sup>2</sup>

<sup>1</sup>Categories A, B, 900-2; Category C, 900-2½.

<sup>2</sup>NA when local weather not available.

NAME ALTERNATE MINIMUMS  
**WILLIMANTIC, CT**  
WINDHAM ..... LOC Rwy 27<sup>1</sup>  
VOR-A  
Category C, 800-2½.  
<sup>1</sup>NA when local weather not available.

**WINDSOR LOCKS, CT**  
BRADLEY INTL ..... ILS or LOC Rwy 6<sup>1</sup>  
ILS or LOC Rwy 24<sup>2</sup>  
ILS or LOC Rwy 33<sup>2</sup>  
RNAV (GPS) Rwy 6<sup>2</sup>  
RNAV (GPS) Rwy 15<sup>3</sup>  
RNAV (GPS) Rwy 24<sup>2</sup>  
RNAV (GPS) Rwy 33<sup>2</sup>  
RNAV (RNP) Z Rwy 15<sup>4</sup>  
VOR or TACAN Rwy 6<sup>5</sup>  
VOR or TACAN Rwy 15<sup>6</sup>  
VOR or TACAN Rwy 24<sup>7</sup>  
VOR or TACAN Rwy 33<sup>7</sup>

<sup>1</sup>Categories A, B, 900-2; Category C, 900-2½;  
Category D, 900-2½.

<sup>2</sup>Category D, 900-2½.

<sup>3</sup>Categories A, B, 1000-2; Category C,  
1000-2½.

<sup>4</sup>Categories A, B, C, 1100-4.

<sup>5</sup>Categories A, B, 1000-2; Category C, 1000-2½,  
Category D, 1000-3, Category E, 1300-3.

<sup>6</sup>Categories A, B, 1200-2; Categories C, D, E,  
1200-3.

<sup>7</sup>Category D, 1000-3; Category E, 1300-3.

**WISCASSET, ME**  
WISCASSET ..... RNAV (GPS) Rwy 7  
RNAV (GPS) Rwy 25  
NA when local weather not available.

**WORCESTER, MA**  
WORCESTER RGNL ..... ILS or LOC Rwy 11<sup>12</sup>  
ILS or LOC Rwy 29<sup>12</sup>  
NDB Rwy 11<sup>23</sup>  
RNAV (GPS) Rwy 11<sup>23</sup>  
RNAV (GPS) Rwy 29<sup>23</sup>  
RNAV (GPS) Rwy 33<sup>23</sup>  
VOR/DME Rwy 33<sup>23</sup>

NA when control tower closed.

<sup>1</sup>ILS, Category B, 700-2; Category C, 800-2;  
Category D, 1000-3. LOC, Category D,  
1000-3.

<sup>2</sup>NA when local weather not available.

<sup>3</sup>Category D, 1000-3.

## IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

## Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude, and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

## NAME TAKE-OFF MINIMUMS

## NAME TAKE-OFF MINIMUMS

## AUBURN-LEWISTON, ME

## AUBURN-LEWISTON MUNI (LEW)

## AMDT 5 05076 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17**, 500-2½ or std. with a min. climb of 266' per NM to 900. **Rwy 22**, std. with a min. climb of 312' per NM to 1500, or 1100-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 17**, climb via heading 165° to 900 before turning northeast. **Rwy 22**, climb to 1500 direct LE LOM. Cross LE LOM at 1500 or above before turning southwest. For climb in visual conditions cross Auburn/Lewiston Muni at or above 1300.

NOTE: **Rwy 4**, multiple trees beginning 297' from departure end of runway, 78' right of centerline, up to 90' AGL/386' MSL. Multiple trees beginning 331' from departure end of runway, 277' left of centerline, up to 86' AGL/323' MSL. Abandoned aircraft 73' from departure end of runway, 478' right of centerline, 19' AGL/289' MSL. Abandoned aircraft 36' from departure end of runway, 451' right of centerline, 18' AGL/288' MSL. Pole 1487' from departure end of runway, 348' right of centerline, 51' AGL/314' MSL. Pole 101' from departure end of runway, 387' left of centerline, 37' AGL/277' MSL. Fence 132' from departure end of runway, 306' right of centerline, 11' AGL/267' MSL. **Rwy 17**, tree 1209' from departure end of runway, 390' right of centerline, 72' AGL/364' MSL. Tree 909' from departure end of runway, 336' right of centerline, 51' AGL/350' MSL. Tree 1819' from departure end of runway, 169' left of centerline, 92' AGL/371' MSL. Tree 1053' from departure end of

## AUBURN-LEWISTON MUNI (CONT.)

runway, 252' left of centerline, 60' AGL/336' MSL. Tree 575' from departure end of runway, 175' left of centerline, 39' AGL/322' MSL. Tree 881' from departure end of runway, 110' right of centerline, 35' AGL/327' MSL. Terrain 159' from departure end of runway, 487' right of centerline, 0' AGL/302' MSL. Tree 1.9 NM from departure end of runway, 247' left of centerline, 129' AGL/576' MSL. Terrain 276' from departure end of runway, 302' right of centerline, 0' AGL/299' MSL. Road 531' from departure end of runway, 156' left of centerline, 0' AGL/305' MSL. Terrain 533' from departure end of runway, 463' right of centerline, 0' AGL/302' MSL. Terrain 18' from departure end of runway, 140' right of centerline, 0' AGL/289' MSL. Tower 1.7 NM from departure end of runway, 4211' left of centerline, 193' AGL/752' MSL. **Rwy 22**, tree 4322' from departure end of runway, 1403' right of centerline, 87' AGL/439' MSL. Tree 4970' from departure end of runway, 616' left of centerline, 62' AGL/414' MSL. Tree 5547' from departure end of runway, 633' right of centerline, 86' AGL/428' MSL. Tree 5242' from departure end of runway, 1108' right of centerline, 51' AGL/419' MSL. Tree 3040' from departure end of runway, 993' right of centerline, 74' AGL/363' MSL. Ground 4784' from departure end of runway, 88' right of centerline, 0' AGL/404' MSL. Ground 3902' from departure end of runway, 811' right of centerline, 0' AGL/375' MSL. Tree 3189' from departure end of runway, 500' right of centerline, 73' AGL/352' MSL.

## AUBURN-LEWISTON MUNI(CON'T)

**Rwy 35**, tree 1877' from departure end of runway, 357' left of centerline, 104' AGL/344' MSL. Tree 870' from departure end of runway, 380' right of centerline, 72' AGL/312' MSL. Tree 1146' from departure end of runway, 378' left of centerline, 77' AGL/317' MSL. Tree 1520' from departure end of runway, 170' right of centerline, 62' AGL/302' MSL.

## AUGUSTA, ME

AUGUSTA STATE (AUG)

AMDT 2 85129 (FAA)

TAKE-OFF MINIMUMS: **Rwys 8, 35**, 300-1. **Rwy 26**, 400-1 or std. with a min. climb of 250' per NM to 700.

## BANGOR, ME

BANGOR INTL (BGR)

AMDT 2 09239 (FAA)

NOTE: **Rwy 15**, trees beginning 1694' from DER, 629' left of centerline, up to 79' AGL/278' MSL.

## BAR HARBOR, ME

HANCOCK COUNTY-BAR HARBOR (BHB)

AMDT 4 06159 (FAA)

DEPARTURE PROCEDURE: **Rwy 17**, climbing right turn via heading 220° to 2100 before proceeding on course. **Rwy 22**, climb via heading 224° to 1100 before proceeding east or southeast bound. **Rwy 35**, climb via heading 349° to 600 before proceeding on course.

NOTE: **Rwy 4**, road 324' from departure end of runway, 524' left of centerline, 15' AGL/79' MSL. Multiple trees beginning 119' from departure end of runway, 231' right of centerline, up to 60' AGL/193' MSL. **Rwy 17**, bush 116' from departure end of runway, 164' left of centerline, 10' AGL/47' MSL. Tree 245' from departure end of runway, 346' right of centerline, 44' AGL/82' MSL. **Rwy 22**, multiple poles and trees beginning 562' from departure end of runway, 329' left of centerline, up to 60' AGL/135' MSL. Terrain, multiple poles and trees beginning 450' left of departure end of runway, up to 60' AGL/142' MSL. **Rwy 35**, terrain and multiple trees beginning 35' from departure end of runway, 340' left of centerline, up to 60' AGL/217' MSL. Glideslope antenna and multiple trees beginning 657' from departure end of runway, 565' right of centerline up to 60' AGL/146' MSL.

## BARRE-MONTPELIER, VT

EDWARD F. KNAPP STATE (MPV)

AMDT 4 96284 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17**, 400-1. **Rwy 23**, 500-2 or std. with a min. climb of 400' per NM to 2600.

DEPARTURE PROCEDURE: **Rwy 5**, climb runway heading to 2100, then climbing right turn to 3900 direct MPV VOR/DME. **Rwy 17**, climb direct to MPV VOR/DME, climb in holding pattern (N, right turns, 160° inbound) to 3500 before proceeding on course. **Rwy 23**, climbing left turn to 3500 direct MPV VOR/DME. **Rwy 35**, climb runway heading to 1600, then climbing right turn to 3900 direct MPV VOR/DME.

## BEDFORD, MA

LAURENCE G. HANSKOM FIELD (BED)

AMDT 4 08269 (FAA)

TAKE-OFF MINIMUMS: **Rwy 11**, 200-1 or std. w/ min. climb of 245' per NM to 400, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2000' prior to departure end of runway. **Rwy 23**, 300-1 or std. w/ min. climb of 415' per NM to 400.

NOTE: **Rwy 5**, terrain beginning 2' from departure end of runway, 330' left of centerline, up to 147' MSL. Trees beginning 44' from departure end of runway, 10' left of centerline, up to 87' AGL/214' MSL. Trees beginning 246' from departure end of runway, 113' right of centerline, up to 92' AGL/217' MSL. Fence 152' from departure end of runway, 248' right of centerline, 5' AGL/132' MSL. Bush 171' from departure end of runway, 309' left of centerline, 13' AGL/140' MSL. Light on pole 575' from departure end of runway, 404' right of centerline, 55' AGL/182' MSL. Poles beginning 835' from departure end of runway, 347' right of centerline, up to 55' AGL/177' MSL. Light on pole 1912' from departure end of runway, 504' right of centerline, 59' AGL/177' MSL. **Rwy 11**, tree 2694' from departure end of runway, 924' left of centerline, 65' AGL/192' MSL. Antenna tower 5040' from departure end of runway, 1682' left of centerline, 155' AGL/282' MSL. **Rwy 23**, vehicles on roadway beginning 534' from departure end of runway, left and right of centerline, up to 15' AGL/167' MSL. Trees beginning 917' from departure end of runway, 126' right of centerline, up to 100' AGL/347' MSL. Terrain 982' from departure end of runway, 338' right of centerline, 162' MSL. Trees beginning 1081' from departure end of runway, 161' left of centerline, up to 100' AGL/414' MSL. **Rwy 29**, vehicles on roadway 314' from departure end of runway, 564' left of centerline, 15' AGL/152' MSL. Trees beginning 388' from departure end of runway, 323' left of centerline, up to 72' AGL/240' MSL. Trees beginning 2675' from departure end of runway, 228' right of centerline, up to 96' AGL/246' MSL.

## BELFAST, ME

BELFAST MUNI (BST)

AMDT 2 07130 (FAA)

TAKE-OFF MINIMUMS: **Rwy 33**, 300-1 or std. with a min. climb of 219' per NM to 600.

DEPARTURE PROCEDURE: **Rwy 15**, climb heading 136° to 900 before turning south.

NOTE: **Rwy 33**, light pole 1955' from departure end of runway, 510' left of centerline, 100' AGL/297' MSL. Multiple trees beginning 1.4 NM from departure end of runway, 1682' left of centerline, up to 80' AGL/429' MSL.

## BENNINGTON, VT

WILLIAM H. MORSE STATE (DDH)

AMDT 1 82357 (FAA)

TAKE-OFF MINIMUMS: **Rwy 13**, 2200-3, restricted to CAT A and B only, CAT C NA. **Rwy 31**, 500-2 or std. with a min. climb of 240' per NM to 1400.

DEPARTURE PROCEDURE: **Rwy 13**, climbing left turn direct to CAM VORTAC, continue climb in hold to 3500 before proceeding on course. **Rwy 31**, climbing right turn direct CAM VORTAC continue climb in hold to 3500 before proceeding on course.



**BERLIN, NH**

BERLIN RGNL (BML)  
ORIG 81260 (FAA)

TAKE-OFF MINIMUMS: **Rwys 18, 36**, 1000-2.

DEPARTURE PROCEDURE: **Rwys 18, 36**, climb visually over the airport to 2100, continue climb to 3000 via BML R-192, then climbing right turn to 4400 direct BML VOR/DME and hold. Climb in holding pattern (N, left turns, 192° inbound) to MEA before proceeding on course.

**BEVERLY, MA**

BEVERLY MUNI (BVY)  
AMDT 2B 08241 (FAA)

TAKE-OFF MINIMUMS: **Rwy 27**, 300-1 or std. w/ min. climb of 315' per NM to 400.

DEPARTURE PROCEDURE: **Rwy 27**, climb heading 270° to 700 before turning left.

NOTE: **Rwy 9**, multiple trees beginning 82' from departure end of runway, 50' left of centerline, up to 114' AGL/232' MSL. Tree 258' from departure end of runway, 47' right of centerline, 87' AGL/192' MSL. **Rwy 16**, multiple trees beginning 286' from departure end of runway, 213' left of centerline, up to 80' AGL/148' MSL. Trees, stack and obstruction light on buildings beginning 121' from departure end of runway, 4' right of centerline up to 90' AGL/194' MSL. **Rwy 27**, multiple trees and antenna beginning 8' from departure end of runway, 144' left of centerline, up to 98' AGL/217' MSL, multiple trees beginning 42' from departure end of runway, 84' right of centerline up to 97' AGL/160' MSL. Building 5290' from departure end of runway, 980' left of centerline, 108' AGL/217' MSL. **Rwy 34**, multiple trees beginning 437' from departure end of runway, 5' left of centerline, 91' AGL/188' MSL. Multiple trees 509' from departure end of runway, 1' right of centerline, 80' AGL/174' MSL.

**BIDDEFORD, ME**

BIDDEFORD MUNI (B19)  
ORIG 07298 (FAA)

TAKE-OFF MINIMUMS: **Rwy 24**, 300-2 or std. w/ min. climb of 214' per NM to 600, or alternatively, w/ std. takeoff minimums and normal 200'/NM climb gradient, takeoff must occur no later than 1700 prior to departure end of runway.

NOTE: **Rwy 6**, multiple trees beginning 121' from departure end of runway, 243' left of centerline, up to 60' AGL/229' MSL. Multiple trees beginning 23' from departure end of runway, 132' right of centerline, up to 60' AGL/219' MSL. Multiple trees beginning 538' from departure end of runway, 6' right of centerline, up to 60' AGL/229' MSL. **Rwy 24**, multiple trees beginning 342' from departure end of runway, 287' left of centerline, up to 60' AGL/219' MSL. Multiple trees beginning 492' from departure end of runway, 242' right of centerline, up to 60' AGL/209' MSL. Multiple trees beginning 1317' from departure end of runway, 44' right of centerline, up to 60' AGL/209' MSL. Assumed obstacle 1.7 NM from departure end of runway, 1802' right of centerline, 200' AGL/429' MSL.

**BLOCK ISLAND, RI**

BLOCK ISLAND STATE (BID)  
AMDT 3 10042 (FAA)

NOTE: **Rwy 10**, bush 136' from DER, 183' left of centerline, 9' AGL/110' MSL. Tower 2736' from DER, 1203' left of centerline, 167' AGL/210' MSL. **Rwy 28**, buildings with chimneys beginning 1105' from DER, 8' left of centerline, up to 30' AGL/196' MSL. Trees beginning 3' from DER, 4' left of centerline, up to 87' AGL/189' MSL. Trees beginning 380' from DER, 70' left of centerline, up to 78' AGL/186' MSL. Windmill with antennas 3437' from DER, 1005' right of centerline, 72' AGL/257' MSL.

**BOSTON, MA**

GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)  
AMDT 12A 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4L**, 300-1 or std. with a min. climb of 358' per NM to 300. **Rwy 9**, 300-1½ or std. with a min climb of 272' per NM to 300. **Rwy 14**, 500-3 or std. w/ a min. climb of 223' per NM to 600, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1900' prior to DER.

**Rwy 22L**, 300-1 or standard when tower reports no tall vessels in the departure area. **Rwy 22R**, 300-1½ or std. w/ a min climb of 320' per NM to 400. **Rwy 27**, std. w/ a min. climb of 477' per NM to 1300. **Rwys 32, 33R**, Na-environmental. **Rwy 33L**, 300-1½ or std. w/ a min. climb of 226' per NM to 400, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2000' prior to DER.

DEPARTURE PROCEDURE: **Rwy 4L**, climb on a heading between 292° clockwise to 216° from DER, or minimum climb of 208' per NM to 1100 for all other courses. **Rwy 14**, climb on a heading between 322° clockwise to 258° from DER, or minimum climb of 237' per NM to 1100 for all other courses. **Rwys 22L, 22R**, climb heading 216° to 800 before turning right.

**Rwy 33L**, climb heading 331° to 700 before turning left.

NOTE: **Rwy 4L**, light on blast fence 184' from DER, 249' left of centerline, 6' AGL/23' MSL. Tree 2094' from DER, 92' left of centerline, 47' AGL/77' MSL. Tree 3975' from DER, 1486' left of centerline, 50' AGL/198' MSL. Tree 4228' from DER, 544' left of centerline, 47' AGL/143' MSL. Ship 694' from DER, on centerline, 50' AGL/50' MSL. Light on blast fence 230' from DER, 63' right of centerline, 6' AGL/23' MSL. Light on pole and multiple trees beginning 1807' from DER, 403' left of centerline, up to 33' AGL/79' MSL. Ship 579' from DER, on centerline, 50' AGL/50' MSL. Crane 2001' from DER, 434' right of centerline, 101' AGL/114' MSL. Mobile crane 2009' from DER, 206' right of centerline, 114' AGL/134' MSL. **Rwy 9**, antenna on standpipe and tank beginning 5878' from DER, 1429' left of centerline, up to 138' AGL/217' MSL. Ship 763' from DER, on centerline, 65' AGL/65' MSL. **Rwy 14**, ship rig 5439' from DER, 1824' right of centerline, 176' AGL/176' MSL. Wind turbine 2.5 NM from DER, 2998' right of centerline, 401' AGL/434' MSL. **Rwy 15L**, sign 169' from DER, 279' right of centerline, 6' AGL/19' MSL. **Rwy 15R**, sign 45' from DER, 267' right of centerline, 6' AGL/16' MSL.

26 AUG 2010 to 23 SEP 2010

26 AUG 2010 to 23 SEP 2010



## GENERAL EDWARD LAWRENCE LOGAN INTL (CONT)

**Rwy 22L**, rig 2441' from DER, 35' left of centerline, 176' AGL/176' MSL. Obstruction light pole 3586' from DER, 926' left of centerline, 108' AGL/128' MSL. Mobile crane 3676' from DER, 440' right of centerline, 122' AGL/145' MSL. **Rwy 22R**, rig 4586' from DER, 1535' left of centerline, 176' AGL/176' MSL. Rig 4064' from DER, 8' right of centerline, 176' AGL/176' MSL. Stacks 1.3 NM from DER, 1598' right of centerline, 255' AGL/278' MSL. **Rwy 27**, multiple buildings beginning 1.3 NM from DER, 129' left of centerline, up to 251' AGL/261' MSL. Light pole and rod on pole beginning 1691' from DER, 749' right of centerline, up to 60' AGL/100' MSL. Rig 4822' from DER, 35' right of centerline, 176' AGL/176' MSL. Multiple buildings beginning 1.7 NM from DER, 1479' right of centerline, up to 685' AGL/701' MSL. **Rwy 33L**, multiple lights, rod on tank and light on building beginning 796' from DER, 604' left of centerline, up to 46' AGL/73' MSL. Building and chimney on building beginning 4301' from DER, 1079' left of centerline, up to 40' AGL/149' MSL. Bridge 1.4 NM from DER, 2615' left of centerline, 263' AGL/263' MSL. Multiple trees, wind direction indicator on tower and sign beginning 249' from DER, 51' right of centerline, up to 35' AGL/101' MSL.

## BRIDGEPORT, CT

### IGOR I. SIKORSKY MEMORIAL (BDR) AMDT 4 01249

TAKE-OFF MINIMUMS: **Rwy 29**, 600-2 or std. with a min. climb of 280' per NM to 700.  
NOTE: **Rwy 6**, cross departure end of runway at or above 34' AGL/42' MSL. **Rwy 11**, 26' AGL/41' MSL road/vehicle 207' from departure end of runway. Cross departure end of runway at or above 35' AGL/43' MSL. **Rwy 24**, cross departure end of runway at or above 23' AGL/30' MSL. **Rwy 29**, cross departure end of runway at or above 35' AGL/45' MSL.

## BURLINGTON, VT BURLINGTON INTL (BTV) AMDT 13 10210 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1**, std. w/ min. climb of 290' per NM to 3200 or 3000-3 for climb in visual conditions. **Rwy 15**, std. w/ min. climb of 375' per NM to 5900 or 3000-3 for climb in visual conditions. **Rwy 19**, std. w/ min. climb of 290' per NM to 5300 or 3000-3 for climb in visual conditions. **Rwy 33**, std. w/ min. climb of 210' per NM to 2400 or 3000-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 1**, climb heading 006° to 3200 before proceeding on course or for climb in visual conditions cross Burlington Intl airport at or above 3200 before proceeding on course. **Rwy 15**, for climb in visual conditions cross Burlington Intl airport at or above 3200 before proceeding on course. **Rwy 19**, climb heading 186° to 3200 before proceeding on course or for climb in visual conditions cross Burlington Intl airport at or above 3200 before proceeding on course. **Rwy 33**, climb heading 326° to 2400 before proceeding on course or for climb in visual conditions cross Burlington Intl airport at or above 3200 before proceeding on course.

NOTE: **Rwy 1**, trees beginning 1396' from DER, 216' right of centerline, up to 64' AGL/384' MSL trees 1694' from DER, 200' left of centerline, up to 80' AGL/380' MSL. **Rwy 15**, bush 318' from DER, 292' left of centerline, up to 23' AGL/343' MSL. Trees beginning 1418' from DER, 358' right of centerline, up to 27 feet AGL/387' MSL. Hopper and trees beginning 1801' from DER, 377' left of centerline, up to 63' AGL/403' MSL. Building 3453' from DER, 1145' left of centerline, 110' AGL/430' MSL. **Rwy 19**, trees beginning 168' from DER, 24' right of centerline, up to 56' AGL/436' MSL. Trees beginning 172' from DER, 184' left of centerline, up to 93' AGL/413' MSL. **Rwy 33**, pole and trees beginning 971' from DER, 755' left of centerline, up to 97' AGL/357' MSL. Trees 1091' from DER, 590' right of centerline, up to 34' AGL/334' MSL.

## CARIBOU, ME

### CARIBOU MUNI (CAR) AMDT 1 95061 (FAA)

TAKE-OFF MINIMUMS: **Rwys 1, 11, 19, 29**, 300-1.

## CHATHAM, MA

### CHATHAM MUNI (CQX) ORIG 07298 (FAA)

TAKE-OFF MINIMUMS: **Rwy 6**, 300-1 or std. w/ min. climb of 462' per NM to 300. **Rwy 24**, 400-2 or std. w/ min. climb of 248' per NM to 500.

NOTE: **Rwy 6**, multiple trees beginning 26' from departure end of runway, 158' left of centerline, up to 100' AGL/169' MSL. Multiple trees beginning 62' from departure end of runway, 245' right of centerline, up to 100' AGL/159' MSL. **Rwy 24**, multiple trees beginning 179' from departure end of runway, 216' left of centerline, up to 100' AGL/159' MSL. Multiple trees beginning 318' from departure end of runway, 227' right of centerline, up to 100' AGL/159' MSL. Tower 1.6 NM from departure end of runway, 2526' right of centerline, 313' AGL/318' MSL.

**CLAREMONT, NH**

CLAREMONT MUNI (CNH)

AMDT 2 05244 (FAA)

TAKE-OFF MINIMUMS: **Rwy 11**, 700-3 or std. with a min. climb of 490' per NM to 1400, or 3100 2½ for climb in visual conditions. **Rwy 29**, 1300-3 or 3100 2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 11, 29**, climb in visual conditions to cross Claremont Muni at or above 3000.

NOTE: **Rwy 11**, multiple trees and towers on rising terrain, 1.5 NM from departure end of runway, 3000' right of centerline, and 1.6 NM from departure end of runway, 2660' left of centerline, up to 200' AGL/1143' MSL. **Rwy 29**, multiple trees on rising terrain, 1.1 NM from departure end of runway, 800' left of centerline, and 1.3 NM from departure end of runway, 2000' right of centerline, up to 80' AGL/1044' MSL. Trees and towers 2 NM from departure end of runway on centerline, up to 200' AGL/929' MSL.

**CONCORD, NH**

CONCORD MUNI (CON)

AMDT 3 99308 (FAA)

TAKE-OFF MINIMUMS: **Rwy 12**, 500-1 or std. with a min. climb of 350' per NM to 1300. **Rwy 17**, 300-1 or std. with a min. climb of 220' per NM to 1200. **Rwy 30**, 800-3 or std. with a min. climb of 260' per NM to 1300. **Rwy 35**, 300-1 or std. with a min. climb of 320' per NM to 1300.

DEPARTURE PROCEDURE: **Rwy 12**, climb to 900 then climbing right turn to CON VORTAC before proceeding on course. **Rwy 17**, climb to 1200 before turning on course. **Rwy 35**, climb to 1300 before turning on course.

**DANBURY, CT**

DANBURY MUNI (DXR)

AMDT 3 99196 (FAA)

TAKE-OFF MINIMUMS: **Rwy 8**, 600-2. **Rwy 17**, 600-1.

**Rwy 26**, 500-2. **Rwy 35**, 900-2 or std. with a min. climb of 360' per NM to 1500.

DEPARTURE PROCEDURE: **Rwys 8, 17**, climb runway heading to 1200 before turning on course. **Rwys 26, 35**, climb runway heading to 1500 before proceeding on course.

**DANIELSON, CT**

DANIELSON (LZD)

AMDT 3 93231 (FAA)

TAKE-OFF MINIMUMS: **Rwy 13**, 700-2 or std. with a min. climb of 300' per NM to 1100.

DEPARTURE PROCEDURE: **Rwy 13**, climb to 1100 before turning on course. **Rwy 31**, climb to 1000 feet before turning on course.

**DEXTER, ME**

DEXTER RGNL (1B0)

ORIG 97030 (FAA)

TAKE-OFF MINIMUMS: **Rwy 7, 25**, NA.

DEPARTURE PROCEDURE: **Rwy 16**, climb runway heading to 1000 before turning westbound. **Rwy 34**, climb runway heading to 1800 before turning northeastbound.

**EASTPORT, ME**

EASTPORT MUNI (EPM)

ORIG 94174 (FAA)

TAKE-OFF MINIMUMS: **Rwy 33**, 300-1 or std. with a min. climb of 240' per NM to 300.

**ELIOT, ME**

LITTLEBROOK AIR PARK (3B4)

ORIG 03247 (FAA)

NOTE: **Rwy 12**, house 118' right of departure end of runway, 23' AGL/129' MSL. Brush 200' from departure end of runway, 66' left of centerline, 16' AGL/122' MSL. Trees 345' from departure end of runway, 140' left of centerline, 71' AGL/130' MSL. **Rwy 30**, trees 220' from departure end of runway, 125' right of centerline, 19' AGL/144' MSL. Brush 100' right of departure end of runway, 20' AGL/159' MSL.

**FITCHBURG, MA**

FITCHBURG MUNI (FIT)

AMDT 5 05244 (FAA)

TAKE-OFF MINIMUMS: **Rwys 2, 14, 20**, NA-obstacles.

**Rwy 32**, std. with a min. climb of 314' per NM to 1600, or 1500-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 32**, climb via heading 324° to 2600 before proceeding on course. For climb in visual conditions: cross Fitchburg Muni Airport at or above 1800.

NOTE: **Rwy 32**, multiple trees beginning 144' from departure end of runway, 260' left of centerline up to 100' AGL/796' MSL, multiple trees beginning 36' from departure end of runway, 150' right of centerline up to 100' AGL/796' MSL.

**FRENCHVILLE, ME**

NORTHERN AROOSTOOK RGNL (FVE)

ORIG 07298 (FAA)

TAKE-OFF MINIMUMS: **Rwy 32**, 300-1½ or std. w/min. climb of 503' per NM to 1300.

NOTE: **Rwy 14**, trees beginning 101' from departure end of runway, 348' right of centerline, up to 80' AGL/1079' MSL. **Rwy 32**, trees beginning 3128' from departure end of runway, 952' left of centerline, up to 80' AGL/1179' MSL, trees beginning 1608' from departure end of runway, 433' right of centerline, up to 80' AGL/1119' MSL.

**FRYEBURG, ME**

EASTERN SLOPES RGNL (IZG)

AMDT 4A 10070 (FAA)

TAKE-OFF MINIMUMS: **Rwy 14**, std. with a min. climb of 310' per NM to 2100, or 1600-3 for climb in visual conditions. **Rwy 32**, 2200-2 with a min. climb of 471' per NM to 6600.

DEPARTURE PROCEDURE: **Rwy 14**, climb heading 143° to 3000 before turning. For climb in visual conditions cross Eastern Slopes Rgnl airport at or above 3800 before proceeding on course. **Rwy 32**, for climb in visual conditions cross Eastern Slopes Rgnl airport at or above 3800 before proceeding on course.

NOTE: **Rwy 32**, tree 454' from departure end of runway, 558' left of centerline, 100' AGL/579' MSL. Trees beginning 1249' from departure end of runway, 734' right of centerline, up to 100' AGL/659' MSL. Trees and tower beginning 1.1 NM from departure end of runway, 2155' left of centerline, up to 100' AGL/1139' MSL.

## GARDNER, MA

GARDNER MUNI (GDM)

AMDT 1 93203 (FAA)

TAKE-OFF-MINIMUMS: **Rwy 18**, 300-1. **Rwy 36**, 500-2.

## GREAT BARRINGTON, MA

WALTER J. KOLADZA (GBR)

AMDT 2 96312 (FAA)

TAKE-OFF MINIMUMS: **Rwy 11**, 1200-2 or std. with a min. climb of 440' per NM until passing 2000. **Rwy 29**, 800-2 or std. with a min. climb of 310' per NM to 1600.

DEPARTURE PROCEDURE: **Rwys 11, 29**, climb runway heading to 2200 before proceeding on course.

## GREENVILLE, ME

GREENVILLE MUNI (3B1)

AMDT 1 94202 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3**, 1000-3.

**Rwys 21, 32**, 300-1.

DEPARTURE PROCEDURE: **Rwy 3**, climbing left turn heading 005° to 3000 before proceeding on course. **Rwys 14, 21**, climb runway heading to 3000 before proceeding on course. **Rwy 32**, climbing right turn heading 005° to 3000 before proceeding on course.

## GREENVILLE SEAPLANE BASE (52B)

AMDT 2 95173 (FAA)

TAKE-OFF MINIMUMS: **North/South**, 600-1.

DEPARTURE PROCEDURE: **North**, climb to 3400 via heading 360° before proceeding on course.

**South**, climb to 3400 via heading 180° before proceeding on course.

## GROTON (NEW LONDON), CT

GROTON-NEW LONDON (GON)

AMDT 7A 10210 (FAA)

TAKE-OFF MINIMUMS: **Rwy 5**, 300-1½ or std. w/ min. climb of 201' per NM to 300. **Rwy 33**, 300-1 or std. with a min. climb of 350' per NM to 300.

DEPARTURE PROCEDURE: **Rwy 33**, climb via heading 329° to 500, then climbing right turn to intercept GON VOR/DME R-335 to 2000 before proceeding on course.

NOTE: **Rwy 5**, road, multiple trees, obstruction lights and towers beginning 215' from departure end of runway, 500' left of centerline, up to 70' AGL/91' MSL. Tree 1.3 NM from departure end of runway, 1083' left of centerline, 87' AGL/202' MSL. **Rwy 15**, bush 53' from departure end of runway, 238' right of centerline, 8' AGL/11' MSL. Multiple trees beginning 1769' from departure end of runway, 276' left of centerline, up to 30' AGL/156' MSL. **Rwy 23**, bush 570' from departure end of runway, 490' right of centerline, 12' AGL/21' MSL. **Rwy 33**, railroad, obstruction lights and trees beginning 160' from departure end of runway, crossing centerline, up to 20' AGL/88' MSL. Multiple trees, obstruction lights and tanks beginning 4475' from departure end of runway, 1397' left of centerline, up to 55' AGL/226' MSL.

## HARTFORD, CT

HARTFORD-BRAINARD (HFD)

AMDT 5 10210 (FAA)

TAKE-OFF MINIMUMS: **Rwys 11, 29**, NA-Environmental.

**Rwy 20**, 300-1½ or std. w/ min. climb of 217' per NM to 300, alternatively, with standard take-off minimums and a normal 200'/NM climb gradient, take-off must occur no later than 1500' prior to DER.

DEPARTURE PROCEDURE: **Rwy 2**, climb heading 024° to 1000 before turning left. **Rwy 20**, climb heading 175° to 1300 before turning right.

NOTE: **Rwy 2**, pipe on obstruction light building, beginning 376' from DER, 593' left of centerline, up to 25' AGL/57' MSL. Bushes beginning 587' from DER, 186' left of centerline, up to 10' AGL/54' MSL. Trees beginning 765' from DER, 59' left of centerline, up to 100' AGL/134' MSL. Trees beginning 57' from DER, 46' right of centerline, up to 100' AGL/125' MSL. Obstruction light on levee 189' from DER, on centerline to 154' right of centerline, up to 22' AGL/45' MSL. **Rwy 20**, levee 56' from DER, 453' left of centerline, up to 24' AGL/42' MSL. Trees and bushes beginning 160' from DER, 118' left of centerline, up to 100' AGL/119' MSL. Obstruction light on dike beginning 493' from DER, 277' left of centerline, up to 27' AGL/45' MSL. Spires 1.12 NM from DER, 403' left of centerline, 150' AGL/195' MSL. Lights beginning 196' from DER, 400' right of centerline, up to 24' AGL/42' MSL. Trees beginning 798' from DER, 28' right of centerline, up to 100' AGL/142' MSL. Dam 885' from DER, 52' left of centerline, 27' AGL/45' MSL.

## HAVERHILL, NH

DEAN MEMORIAL (5B9)

ORIG 07074 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1**, std. w/ min. climb of 339' per NM to 2000, or 1800-2 for climb in visual conditions. **Rwy 19**, NA terrain.

DEPARTURE PROCEDURE: **Rwy 1**, climbing left turn heading 240° and LEB VOR/DME R-029 to 4800 before proceeding on course. Do not exceed 180 KIAS until established on LEB VOR/DME R-029. For climb in visual conditions: Cross Dean Memorial Airport southwest bound at or above 2200 via LEB VOR/DME R-036 to 5000 before proceeding on course. Do not exceed 180 KIAS until established on LEB VOR/DME R-036.

NOTE: **Rwy 1**, multiple buildings beginning 180' from departure end of runway, 74' left of centerline, up to 25' AGL/571' MSL. Building 300' from departure end of runway, 100' right of centerline, 35' AGL/584' MSL. Vehicles at departure end of runway, beginning 500' right of centerline, to 500' left of centerline 15' AGL/596' MSL. Multiple trees beginning 1450' from departure end of runway left and right of centerline, up to 100' AGL/599' MSL. Multiple trees beginning 1.3 NM from departure end of runway left and right of centerline, up to 100' AGL/819' MSL. Multiple trees and towers beginning 1.7 NM from departure end of runway left and right of centerline, up to 200' AGL/919' MSL.

## HIGHGATE, VT

FRANKLIN COUNTY STATE (FSO)

ORIG 04106 (FAA)

NOTE: **Rwy 19**, trees 979' from departure end of runway, 604' right of centerline, 77' AGL/294' MSL. Trees 1008' from departure end of runway, 600' right of centerline, 83' AGL/300' MSL.

**HOPEDALE, MA**

HOPEDALE INDUSTRIAL PARK (1B6)

AMDT 2 95341 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18**, 300-1 or std. with a min. climb of 320' per NM to 900. **Rwy 36**, 600-1 or std. with a min. climb of 280' per NM to 1100.

DEPARTURE PROCEDURE: **Rwy 18**, climb runway heading to 900 before turning on course. **Rwy 36**, climb runway heading to 1100 before turning on course.

**HOULTON, ME**

HOULTON INTL (HUL)

AMDT 1 84033 (FAA)

TAKE-OFF MINIMUMS: **Rwys 1, 5**, 300-1.

**Rwy 19**, 500-1. **Rwy 23**, 300-1 or std. with a min. climb of 220' per NM to 700.

**HYANNIS, MA**

BARNSTABLE MUNI-BOARDMAN/POLANDO

FIELD (HYA)

AMDT 3A 08269 (FAA)

TAKE-OFF MINIMUMS: **Rwy 33**, 300-1 or std. with a min. climb of 354' per NM to 300.

DEPARTURE PROCEDURE: **Rwys 24, 33**, climb runway heading to 700 before proceeding on course.

NOTE: **Rwy 33**, pole 3961' from departure end of runway, 1531' right of centerline, 97' AGL/235' MSL.

**JAFFREY, NH**

JAFFREY AIRPORT-SILVER RANCH (AFN)

ORIG 83118 (FAA)

TAKE-OFF MINIMUMS: **Rwys 16, 34**, 500-1.

DEPARTURE PROCEDURE: **Rwy 16**, climb to 3000 direct to GDM VOR/DME before proceeding on course.

**Rwy 34**, climbing right turn to 3000 direct to GDM VOR/DME before proceeding on course.

**KEENE, NH**

DILLANT-HOPKINS (EEN)

AMDT 5 97282 (FAA)

TAKE-OFF MINIMUMS: **Rwy 2**, 1200-2. **Rwy 14**, 2200-2 or std. with a min. climb of 450' per NM to 2500. **Rwy 20**, 1000-2 or std. with a min. climb of 320' per NM to 1700.

**Rwy 32**, 1600-2.

DEPARTURE PROCEDURE: **Rwy 2**, climb runway heading to 2100, then climbing left turn to assigned altitude direct EEN VORTAC before proceeding on course. **Rwy 14**, climb runway heading to 2500, then climbing right turn to assigned altitude direct EEN VORTAC before proceeding on course. **Rwy 20**, climb direct EEN VORTAC until passing 3000, if not at 3000 or above at EEN VORTAC climb in EEN holding pattern; (NE, right turns, 215° inbound) before proceeding on course. **Rwy 32**, climbing right turn heading 350° to 2100, then climbing left turn to assigned altitude direct EEN VORTAC before proceeding on course.

NOTE: **Rwy 2**, 81' AGL trees 400' from departure end of runway and 500' right of centerline. **Rwy 32**, 89' AGL trees 800' from departure end of runway and 600' right of centerline.

**LACONIA, NH**

LACONIA MUNI (LCI)

AMDT 4 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwy 8**, 600-1¾ or std. w/ min. climb of 652' per NM to 1300. **Rwy 26**, 300-1 or std. w/ min. climb of 421' per NM to 900.

DEPARTURE PROCEDURE: **Rwy 8**, climb to 2500 via heading 079° and ENE VORTAC R-315 inbound to 3500 before proceeding on course. **Rwy 26**, climb heading 264° to 2500 before proceeding on course.

NOTE: **Rwy 8**, trees, terrain, and pole beginning 65' from DER, 20' right of centerline, up to 50' AGL/1112' MSL. Trees and terrain beginning 93' from DER, 5' left of centerline, up to 71' AGL/590' MSL. **Rwy 26**, trees and antenna on tower beginning 123' from DER, 42' left of centerline, up to 84' AGL/743' MSL. Trees beginning 2145' from DER, 626' right of centerline, up to 93' AGL/672' MSL.

**LAWRENCE, MA**

LAWRENCE MUNI (LWM)

AMDT 3 99252 (FAA)

TAKE-OFF MINIMUMS: **Rwy 5**, 300-1 or std. with a min. climb of 290' per NM to 400. **Rwy 14**, 300-1 or std. with a min. climb of 430' per NM to 500. **Rwy 23**, 300-1 or std. with a min. climb of 240' per NM to 400. **Rwy 32**, 300-1.

## LEBANON, NH

LEBANON MUNI (LEB)

AMDT 2 09015 (FAA)

TAKE-OFF MINIMUMS: **Rwy 7**, 300-1 w/min. climb of 380' per NM to 3100, or 2000-3 for climb in visual conditions. **Rwy 18**, std. w/min. climb of 380' per NM to 3800, or 2000-3 for climb in visual conditions. **Rwy 25**, std. w/min. climb of 380' per NM to 3100, or 2000-3 for climb in visual conditions. **Rwy 36**, std. w/min. climb of 350' per NM to 1800, or 2000-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 7**, climb heading 075° to 1900 before proceeding on course. **Rwy 18**, climb heading 184° to 3100 before proceeding on course. **Rwy 25**, climb heading 255° to 3100 before proceeding on course. **Rwy 36**, climb heading 004° to 1800 before proceeding on course. **Rwys 7, 18, 25, 36**, - for climb in visual conditions: cross Lebanon Muni airport at or above 2500 before proceeding on course.

NOTE: **Rwy 7**, numerous trees beginning 104' from departure end of runway, 255' right of centerline up to 112' AGL/752' MSL. Pole 505' from departure end of runway, 391' right of centerline, 72' AGL/672' MSL. Bush 426' from departure end of runway, 259' right of centerline, 9' AGL/589' MSL. Multiple trees beginning 13' from departure end of runway, 209' left of centerline, up to 100' AGL/1100' MSL. **Rwy 18**, numerous trees, and obstruction light poles beginning 280' from departure end of runway, 107' right of centerline, up to 100' AGL/784' MSL. Numerous trees and obstruction light poles beginning 433' from departure end of runway, 206' left of centerline, up to 82' AGL/962' MSL. Bush 216' from departure end of runway, 471' right of centerline, 16' AGL/619' MSL. **Rwy 25**, multiple trees beginning 340' from departure end of runway, 400' left of centerline, up to 91' AGL/871' MSL. Tree 382' from departure end of runway, 502' right of centerline, 91' AGL/581' MSL. **Rwy 36**, multiple trees beginning 243' from departure end of runway, 355' left of centerline, up to 81' AGL/581' MSL. Pole 155' from departure end of runway, 505' left of centerline, 30' AGL/590' MSL. Tree 357' from departure end of runway, 511' right of centerline, 83' AGL/583' MSL.

## LINCOLN, ME

LINCOLN RGNL (LRG)

AMDT 3 10210 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17**, 700-1½ with a minimum climb of 389' per NM to 1100 or 1100-2½ for climb in visual conditions. **Rwy 35**, 300-1 or std. w/min. climb of 453' per NM to 500.

DEPARTURE PROCEDURE: **Rwy 17**, climb heading 181° to 1100 before proceeding on course. For climb in visual conditions, cross Lincoln Rgnl airport at or above 1200 MSL before proceeding on course. **Rwy 35**, climb heading 346° to 700 before proceeding on course.

NOTE: **Rwy 17**, trees beginning 123' from DER, 296' left of centerline, up to 80' AGL/299' MSL. Trees beginning 447' from DER, 126' right of centerline, up to 80' AGL/289' MSL. Towers beginning 7448' from DER, 2310' left of centerline, up to 191' AGL/869' MSL. **Rwy 35** trees beginning 4' from DER, 284' left of centerline, up to 80' AGL/359' MSL. Trees beginning 252' from DER, 196' right of centerline, up to 80' AGL/369' MSL.

## LYNDONVILLE, VT

CALEDONIA COUNTY (CDA)

AMDT 5 07018 (FAA)

TAKE-OFF MINIMUMS: **Rwy 2**, 500-2.

DEPARTURE PROCEDURE: **Rwy 2**, climb heading 024° to 2500, then climbing right turn via heading 190° and LLX bearing 040° to LLX NDB, then via LLX NDB 220° bearing to 4200 before proceeding on course. **Rwy 20**, climb heading 190°, then climbing left turn on 165° bearing from LLX NDB to 3400 before proceeding on course.

NOTES: **Rwy 2**, multiple trees beginning 795' from departure end of runway, 361' left of centerline, up to 80' AGL/1536' MSL. Terrain 184' from departure end of runway, 533' left of centerline, 1200' MSL. Terrain 346' from departure end of runway, 578' left of centerline, 1220' MSL. Terrain 550' from departure end of runway, 638' left of centerline, 1240' MSL. **Rwy 20**, multiple trees beginning 2' from departure end of runway, 174' right of centerline, up to 80' AGL/1261' MSL. Terrain 470' from departure end of runway, 75' left of centerline, 1200' MSL.

## MACHIAS, ME

MACHIAS VALLEY (MVM)

AMDT 1 04162 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18**, 400-2 or std. with a min. climb of 350' per NM to 700. **Rwy 36**, 400-2 or std. with a min. climb of 370' per NM to 600.

NOTE: **Rwy 18**, numerous terrain/trees right and left of runway centerline within 8000' from departure end of runway, up to 100' AGL/479' MSL. **Rwy 36**, numerous terrain/trees left and right of runway centerline within 15000' of departure end of runway, up to 100' AGL/439' MSL. Tower 7929' from departure end of runway 883' left of centerline, 85' AGL/403' MSL.

## MANCHESTER, NH

MANCHESTER (MHT)

AMDT9 08325 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17**, 300-1½ or std. w/min. climb of 277' per NM to 600. **Rwy 35**, 300-1½ or std. w/min. climb of 253' per NM to 500.

DEPARTURE PROCEDURE: **Rwy 6**, climb heading 058° to 1000 before turning right. **Rwy 24**, climb heading 245° to 900 before proceeding on course. **Rwy 35**, climb heading 353° to 1300 before turning left.

NOTE: **Rwy 6**, trees beginning 238' from departure end of runway, 266' left of centerline, up to 108' AGL/308' MSL. Trees beginning 272' from departure end of runway, 378' right of centerline, up to 67' AGL/277' MSL. **Rwy 17**, trees, poles, and buildings beginning 761' from departure end of runway, 4' right of centerline, up to 98' AGL/433' MSL. Sign, pole, trees, and buildings beginning 976' from departure end of runway, 2' left of centerline, up to 108' AGL/457' MSL. **Rwy 24**, trees beginning 810' from departure end of runway, 424' left of centerline, up to 123' AGL/293' MSL. **Rwy 35**, trees and poles beginning 719' from departure end of runway, 558' right of centerline, up to 51' AGL/281' MSL. Pole and trees beginning 891' from departure end of runway, 527' left of centerline, up to 80' AGL/414' MSL.

**MANSFIELD, MA**

MANSFIELD MUNI (1B9)

AMDT 2 96228 9FAA)

TAKE-OFF MINIMUMS: **Rwy 32**, 300-1. **Rwys 4,22**, NA.**MARSHFIELD, MA**MARSHFIELD MUNI-GEORGE HARLOW  
FIELD (GHG)

ORIG 07242 (FAA)

TAKE-OFF MINIMUMS: **Rwy 24**, 300-2¼ or std. w/ min.  
climb of 234' per NM to 400.

NOTE: **Rwy 6**, multiple trees beginning 715' from  
departure end of runway, 163' left of centerline, up to 60'  
AGL/69' MSL, boat mast 2608' from departure end of  
runway on centerline, 125' AGL/125' MSL. **Rwy 24**,  
multiple trees beginning 221' from departure end of  
runway, 541' left of centerline, up to 60' AGL/69' MSL,  
trees beginning 810' from departure end of runway, 26'  
right of centerline, up to 60' AGL/69' MSL, multiple trees  
beginning 3077' from departure end of runway, 1022' left  
of centerline, up to 200' AGL/299' MSL, multiple trees  
beginning 9899' from departure end of runway, 493' left  
of centerline, up to 200' AGL/289' MSL, multiple trees  
beginning 1039' from departure end of runway, 1177'  
right of centerline, 200' AGL/299' MSL.

**MERIDEN, CT**

MERIDEN MARKHAM MUNI (MMK)

AMDT 3 07046 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18**, 500-3 or std. w/ min.  
climb of 235' per NM to 1100. **Rwy 36**, std. w/ min. climb  
of 420' per NM to 1600, or 1500-2½ for climb in visual  
conditions.

DEPARTURE PROCEDURE: **Rwy 18**, climb heading  
176° to 1100 before proceeding on course. **Rwy 36**,  
climbing left turn heading 320° to 1600 before  
proceeding on course, or for climb in visual conditions,  
cross Meriden Markham Municipal at or above 1500  
before proceeding on course.

NOTE: **Rwy 18**, 200' AAO 1.9 NM from departure end of  
runway, 3441' left of centerline, 200' AGL/417' MSL.  
200' AAO 1.9 NM from departure end of runway, 3563'  
left of centerline, 200' AGL/417' MSL. Terrain 50' from  
departure end of runway, 440' right of centerline, 109'  
MSL. 200' AAO 1.9 NM from departure end of runway,  
3346' left of centerline, 200' AGL/410' MSL. Terrain  
122' from departure end of runway, 223' right of  
centerline, 105' MSL. 200' AAO 2.5 NM from departure  
end of runway, 1984' left of centerline, 200' AGL/483'  
MSL. 200' AAO 2.5 NM from departure end of runway,  
1889' left of centerline, 200' AGL/489' MSL. Multiple  
powerlines beginning 500' from departure end of runway,  
216' right of centerline, up to 52' AGL/172' MSL.  
Multiple powerlines beginning 781' from departure end  
of runway, 192' left of centerline, up to 52' AGL/150'  
MSL. **Rwy 36**, multiple towers 3 NM from departure end  
of runway, 2284' right of centerline, up to 1117' AGL/  
1220' MSL. Multiple terrain/AAO 2.5 NM from  
departure end of runway, 3748' right of centerline, up to  
200' AGL/903' MSL.

**MILLINOCKET, ME**

MILLINOCKET MUNI (MLT)

AMDT 3 10042 (FAA)

TAKE-OFF MINIMUMS: **Rwy 29**, 400-3 or std. w/ min.  
climb of 535' per NM to 1000.**Rwy 34**, 400-2½ or std. w/ min. climb of 351' per NM to  
900.

DEPARTURE PROCEDURE: **Rwy 11**, climb via  
heading 107° and MLT R-330 to MLT VOR/DME  
thence... **Rwy 16**, climb via heading 156° and MLT R-309  
to MLT VOR/DME thence... **Rwy 29**, climb via heading  
287° to 1000 then climbing left turn via heading 152° and  
MLT R-290 to MLT VOR/DME thence... **Rwy 34**,  
climbing right turn via heading 156° and MLT R-344 to  
MLT VOR/DME thence...

...continue climb in MLT VOR/DME holding pattern  
(Southeast, Right Turns, 319° inbound) to cross MLT  
VOR/DME at or above 3000 before proceeding on  
course.

NOTE: **Rwy 11**, bushes beginning 82' from DER, 25' left  
of centerline, up to 16' AGL/406' MSL. Trees beginning  
49' from DER, 258' left of centerline, up to 100' AGL/  
489' MSL. Trees beginning 52' from DER, 247' right of  
centerline, up to 100' AGL/489' MSL. Trees beginning  
1685' from DER, left and right of centerline, up to 100'  
AGL/519' MSL. **Rwy 16**, vehicle 311' from DER, left and  
right of centerline, 15' AGL/393' MSL. Trees beginning  
84' from DER, 272' left of centerline, up to 64' AGL/444'  
MSL. Trees beginning 20' from DER, 247' right of  
centerline, up to 66' AGL/436' MSL. Trees beginning  
791' from DER, left and right of centerline, up to 100'  
AGL/489' MSL. **Rwy 29**, antenna, towers, powerlines,  
and stacks beginning 294' from DER, 250' left of  
centerline, up to 302' AGL/782' MSL. Obstacle light on  
localizer, antenna, and powerlines beginning 301' from  
DER, 1' right of centerline, up to 114' AGL/584' MSL.  
Trees beginning 300' from DER, 395' left of centerline,  
up to 62' AGL/452' MSL. Trees beginning 705' from  
DER, 237' right of centerline, up to 78' AGL/678' MSL.  
**Rwy 34**, trees beginning 28' from DER, 249' right of  
centerline, up to 113' AGL/729' MSL. Trees beginning  
261' from DER, 317' left of centerline, up to 67' AGL/  
457' MSL. Tower 11162' from DER, 470' right of  
centerline, 310' AGL/708' MSL.

**MONTAGUE, MA**

TURNERS FALLS (0B5)

AMDT 1 97002 (FAA)

TAKE-OFF MINIMUMS: **Rwy 16**, 1200-1. **Rwy 34**,  
1300-1 or std. with a min. climb rate of 370' per NM to  
1900.**MORRISVILLE, VT**

MORRISVILLE-STOWE STATE (MVL)

AMDT 2 94314 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1**, 2000-2 or std. with a  
min. climb of 300' per NM to 2400. **Rwy 19**, 2100-3.

DEPARTURE PROCEDURE: **Rwy 1**, climbing right turn  
direct JRV NDB, continue climb to 2400 via the JRV  
bearing 050°, then climbing right turn direct to JRV  
NDB, continue climb in hold (NE, left turns, 230°  
inbound) to 3500 before proceeding on course. **Rwy 19**,  
climbing right turn direct JRV NDB and climb in the  
hold (NE, left turns, 230° inbound) to 3500 before  
proceeding on course.

NOTE: TAKE-OFF MINIMUMS restricted to CAT A & B  
aircraft only.





**NANTUCKET, MA**

NANTUCKET MEMORIAL (ACK)

AMDT 3 98281 (FAA)

TAKE-OFF MINIMUMS: **Rwy 12**, 700-1 or std. with a min. climb of 330' per NM to 800.DEPARTURE PROCEDURE: **Rwys 6, 12, 15, 24, 30, 33**, climb runway heading to 800 before proceeding on course.NOTE: **Rwy 33**, 70' AGL ant. on building 954' from departure end of runway, 585' right of centerline.**NASHUA, NH**

BOIRE FIELD (ASH)

AMDT 2 07298 (FAA)

DEPARTURE PROCEDURE: **Rwy 32**, climb heading 319° to 900 before proceeding on course.NOTE: **Rwy 14**, REIL, multiple poles, and multiple trees beginning 18' from departure end of runway, 60' left of centerline, up to 99' AGL/289' MSL. Pole, REILS, and multiple trees beginning 20' from departure end of runway, 97' right of centerline, up to 89' AGL/283' MSL.**Rwy 32**, multiple trees beginning 340' from departure end of runway, 249' left of centerline, up to 87' AGL/296' MSL. Multiple trees beginning 1694' from departure end of runway, 191' right of centerline, up to 87' AGL/295' MSL.**NEW BEDFORD, MA**

NEW BEDFORD RGNL (EWB)

AMDT 7 99028 (FAA)

TAKE-OFF MINIMUMS: **Rwy 14**, 300-1 or std. with a min. climb of 280' per NM to 300. **Rwy 32**, 300-1 or std. with a min. climb of 270' per NM to 300.**NEW HAVEN, CT**

TWEED-NEW HAVEN (HVN)

AMDT 5 10042 (FAA)

TAKE-OFF MINIMUMS: **Rwy 2**, 300-1. **Rwy 32**, 400-1½ or std. with a min. climb of 461' per NM to 600.DEPARTURE PROCEDURE: **Rwy 2**, climb heading 016° to 1900 before turning left. **Rwy 32**, climb heading 324° to 1500 before turning right.NOTE: **Rwy 2**, trees beginning 1231' from DER, 391' left of centerline, up to 90' AGL/269' MSL. Terrain 676' from DER, 572' left of centerline, 49' MSL. Antenna 960' from DER, 550' left of centerline, 44' AGL/93' MSL. Pole 1101' from DER, 226' left of centerline, 58' AGL/87' MSL. Road and vehicle 348' from DER, 10' right of centerline, 15' AGL/39' MSL. Fence 162' from DER, 302' right of centerline, 9' AGL/22' MSL. Building 124' from DER, 525' right of centerline, 51' AGL/64' MSL. Trees beginning 290' from DER, 456' right of centerline, up to 90' AGL/143' MSL. **Rwy 14**, trees beginning 66' from DER, 30' left of centerline, up to 90' AGL/116' MSL. Trees beginning 124' from DER 31' right of centerline, up to 90' AGL/126' MSL. **Rwy 20**, bush 58' from DER, 272' left of centerline, 3' AGL/20' MSL. Trees beginning 306' from DER, 399' left of centerline, up to 80' AGL/99' MSL. Pole 68' from DER, 498' right of centerline, 23' AGL/42' MSL. Trees beginning 222' from DER, 491' right of centerline, up to 77' AGL/96' MSL. **Rwy 32**, pole 213' from DER, 222' left of centerline, 15' AGL/24' MSL. Trees beginning 169' left of centerline, up to 65' AGL/124' MSL. Pole 1121' from DER, 55' left of centerline, 23' AGL/72' MSL. Poles 731' from DER, 139' right of centerline, 23' AGL/36' MSL. Antenna 617' from DER, 336' right of centerline, 40' AGL/72' MSL. Trees beginning 1253' from DER, 311' right of centerline, up to 71' AGL/150' MSL.**NEWPORT, RI**

NEWPORT STATE (UUU)

AMDT 3 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4**, 300-2½ or std. with a min. climb of 230' per NM to 600, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2100' prior to departure end of runway. **Rwy 16**, 200-1 or std. w/min. climb of 430' per NM to 400.DEPARTURE PROCEDURE: **Rwy 4**, climb heading 039° to 1200 before proceeding on course.NOTE: **Rwy 4**, trees beginning 1.7 NM from departure end of runway, 916' right of centerline, up to 100' AGL/459' MSL. **Rwy 16**, tower 3782' from departure end of runway, 666' right of centerline, 100' AGL/285' MSL, tower 4203' from departure end of runway, 1100' right of centerline, 132' AGL/310' MSL. **Rwy 34**, terrain 102' from departure end of runway, 424' right of centerline, 159' MSL, vehicle on road 726' from departure end of runway, 602' right of centerline.

## NEWPORT, VT

NEWPORT STATE (UUU)

AMDT 2 92317 (FAA)

TAKE-OFF MINIMUMS: **Rwy 5**, 1000-3 or std. with a min. climb of 500' per NM to 2900. **Rwy 23**, 1000-3 or std. with a min. climb of 410' per NM to 2900.

DEPARTURE PROCEDURE: **Rwy 5**, climb direct EFK NDB. Climb in hold to 5000 before proceeding on course. **Rwys 18, 23**, climb to 1400, then climbing left turn direct EFK NDB to cross EFK NDB at or above 2900. Climb in hold to 5000 before proceeding on course. **Rwy 36**, climb to 1400, then climbing right turn direct EFK NDB. Climb in hold to 5000 before proceeding on course.

## NORRIDGEWOCK, ME

CENTRAL MAINE AIRPORT OF NORRIDGEWOCK (OWK)

AMDT 2 98029 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3**, 300-1. **Rwy 15**, 300-1 or std. with a min. climb rate of 300' until passing 700.

**Rwy 21**, 1100-2 or std. with a min. climb rate of 210' until passing 1700.

DEPARTURE PROCEDURE: **Rwy 21**, climb runway heading to 800 before turning southeast. **Rwy 33**, climbing right turn direct AUG VOR/DME before proceeding on course.

## NORTH KINGSTOWN, RI

QUONSET STATE (OQU)

ORIG 99308 (FAA)

TAKE-OFF MINIMUMS: **Rwy 5**, 300-1 or std. with a min. climb of 320' per NM to 300. **Rwy 16**, 300-1 or std. with a min. climb of 250' per NM to 300.

## NORTHAMPTON, MA

NORTHAMPTON (7B2)

AMDT 3 97142 (FAA)

TAKE-OFF MINIMUMS: **Rwy 14**, 1300-2. **Rwy 32**, 1700-2 or std. with a min. climb of 330' per NM to 2000.

DEPARTURE PROCEDURE: **Rwy 14**, climb runway heading to 1300 before proceeding on course. **Rwy 32**, climb runway heading to 2000 before proceeding on course.

NOTE: **Rwy 14**, 80' AGL trees 7510' from departure end of runway, 2242' right of centerline.

## NORWOOD, MA

NORWOOD MEMORIAL (OWD)

AMDT 5 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwy 10**, 300-2 1/4 or std. w/ min. climb of 340' per NM to 400. **Rwy 17**, 300-2 1/4 or std. w/ min. climb of 220' per NM to 400, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1600' prior to DER. **Rwy 28**, 400-2 or std. w/ min. climb of 385' per NM to 400. **Rwy 35**, 300-2 or std. w/ min. climb of 230' per NM to 500, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2100' prior to DER.

DEPARTURE PROCEDURE: **Rwy 10**, climb heading 104° to 1100 before turning north. **Rwy 28**, climb heading 284° to 700 before turning north. **Rwy 35**, climb heading 335° to 1900 before turning east.

NOTE: **Rwy 10**, trees and bushes beginning abeam DER, 177' right of centerline, up to 100' AGL/178' MSL. Tree 4488' from DER, 911' right of centerline, up to 100' AGL/237' MSL. Tree 5428' from DER, 1946' right of centerline, 100' AGL/267' MSL. Trees beginning abeam DER, 34' left of centerline, up to 100' AGL/149' MSL. Tree 1.90 NM from DER 2124' left of centerline, 100' AGL/346' MSL. **Rwy 17**, trees beginning 42' from DER, 248' left of centerline, up to 78' AGL/126' MSL. Tree 1.2 NM from DER, 2183' left of centerline, 100' AGL/257' MSL. Trees beginning 612' from DER, 155' right of centerline, up to 100' AGL/198' MSL. Tree 1.8 NM from DER, 3301' right of centerline, 100' AGL/346' MSL. **Rwy 28**, trees beginning 594' from DER, 41' left of centerline, up to 70' AGL/188' MSL. Building 173' from DER, 514' left of centerline, 30' AGL/79' MSL. Stack, spire, rod on centerline, light, antenna, and power poles beginning 202' from DER, 211' left of centerline, up to 99' AGL/335' MSL. Building 173' from DER, 514' left of centerline, 30' AGL/79' MSL. Vehicle on highway 1499' from DER, 877' left of centerline, 17' AGL/105' MSL. Spire, pole, antenna on tank, and antenna on spire beginning 1225' from DER, 301' right of centerline, up to 70' AGL/335' MSL. Vehicle on highway 1,316' from DER, 459' right of centerline, 17' AGL/85' MSL. Building 1016' from DER 59' right of centerline, 30' AGL/89' MSL. Tower 4466' from DER, 238' right of centerline, 157' AGL/262' MSL. Tree 1.7 NM from DER, 673' right of centerline, 100' AGL/365' MSL. Trees 549' from DER, 49' right of centerline, up to 70' AGL/188' MSL. **Rwy 35**, trees beginning 647' from DER, 36' left of centerline, up to 74' AGL/133' MSL. Tree 1.4 NM from DER, 2382' left of centerline, up to 100' AGL/306' MSL. Tree 1.7 NM from DER, 2657' left of centerline, up to 100' AGL/316' MSL. Buildings 1994' from DER, 1031' left of centerline, up to 70' AGL/129' MSL. Trees beginning 694' from DER, 60' right of centerline, up to 73' AGL/125' MSL. Poles beginning 5686' from DER, 769' right of centerline, up to 148' AGL/216' MSL.



**OLD TOWN, ME**

DEWITT FIELD OLD TOWN MUNI (OLD)  
ORIG 07270 (FAA)

NOTE: **Rwy 4**, trees beginning 61' from departure end of runway, 337' right of centerline, up to 80' AGL/239' MSL. Trees beginning 281' from departure end of runway 363' left of centerline, up to 80' AGL/199' MSL. **Rwy 12**, trees beginning 338' from departure end of runway, 33' right of centerline, up to 80' AGL/259' MSL. **Rwy 22**, trees beginning 223' from departure end of runway, 296' left of centerline, up to 80' AGL/239' MSL. Trees beginning 514' from departure end of runway, 184' right of centerline, up to 80' AGL/209' MSL. **Rwy 30**, trees beginning 952' from departure end of runway, 55' left of centerline, up to 80' AGL/199' MSL.

**ORANGE, MA**

ORANGE MUNI (ORE)  
ORIG 75247 (FAA)

TAKE-OFF MINIMUMS: **Rwys 1, 14, 19, 32**, 800-1.  
DEPARTURE PROCEDURE: Depart over the airport at 1300, climb to 3500 direct GDM VOR/DME, depart GDM VOR/DME at assigned enroute altitude.

**OXFORD, CT**

WATERBURY-OXFORD (OXC)  
AMDT 5 06327 (FAA)

TAKE-OFF MINIMUMS: **Rwy 36**, 300-1 or std. w/ a min. climb of 240' per NM to 1000, alternatively, w/ std. takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1900' prior to departure end of runway.

NOTE: **Rwy 18**, multiple trees and transmission towers beginning 510' from departure end of runway, 595' left of centerline, up to 100' AGL/777' MSL. Tree 2157' from departure end of runway, 154' from centerline, up to 100' AGL/735' MSL. **Rwy 36**, multiple trees and terrain beginning 464' from departure end of runway, 535' from centerline, up to 100' AGL/881' MSL. Tree 54' from departure end of runway, 450' left of centerline, up to 100' AGL/736' MSL. Tree 618' from departure end of runway, 369' left of centerline, up to 100' AGL/745' MSL.

**OXFORD, ME**

OXFORD COUNTY RGNL (81B)  
AMDT 1 07186 (FAA)

TAKE-OFF MINIMUMS: **Rwy 15**, 600-3 or 1800-2½ for climb in visual conditions. **Rwy 33**, std. w/ min. climb of 475' per NM to 2000, or 1800-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 15**, climb heading 149° to 1300 before proceeding on course or for climb in visual conditions cross Oxford County Rgnl Airport at or above 2000 before proceeding on course. **Rwy 33**, climb heading 329° to 2000 before proceeding on course or for climb in visual conditions cross Oxford County Rgnl Airport at or above 2000 before proceeding on course.

NOTE: **Rwy 15**, multiple trees beginning 3607' from departure end of runway, 572' left of centerline, up to 100' AGL/679' MSL. Multiple assumed obstacles beginning 1.7 NM from departure end of runway, 1478' left of centerline, up to 200' AGL/849' MSL. **Rwy 33**, multiple trees beginning 4121' from departure end of runway, 70' left of centerline, up to 100' AGL/499' MSL. Multiple trees beginning 5446' from departure end of runway, 239' right of centerline, up to 100' AGL/719' MSL. Multiple assumed obstacles beginning 1.6 NM from departure end of runway, 393' right of centerline, up to 200' AGL/1079' MSL.

**PAWTUCKET, RI**

NORTH CENTRAL STATE (SFZ)  
AMDT 3 09127 (FAA)

NOTE: **Rwy 5**, tree 105' from DER, 233' right of centerline, 15' AGL/434' MSL. Wind sock 2' from DER, 233' right of centerline, 15' AGL/426' MSL. Bush 41' from DER, 250' left of centerline, 14' AGL/428' MSL. Tree 470' from DER, 294' left of centerline, 14' AGL/433' MSL. **Rwy 15**, trees beginning 149' from DER, 218' left of centerline, up to 99' AGL/500' MSL. Multiple trees beginning 70' from DER, 129' right of centerline, up to 99' AGL/593' MSL. **Rwy 23**, multiple trees beginning 145' from DER, 252' left of centerline, up to 30' AGL/449' MSL. **Rwy 33**, multiple trees beginning 24' from DER, 120' right of centerline, up to 69' AGL/494' MSL. Multiple trees beginning 142' from DER, 41' left of centerline, up to 69' AGL/464' MSL.

**PITTSFIELD, MA**

PITTSFIELD MUNI (PSF)  
AMDT 2 99198 (FAA)

TAKE-OFF MINIMUMS: **Rwys 14, 32**, NA.  
**Rwy 8**, 1100-2 or std. with a min. climb of 270' per NM to 2500. **Rwy 26**, 800-2 or std. with a min. climb of 360' per NM to 2100.

DEPARTURE PROCEDURE: **Rwy 8**, climb runway heading to 2000, then climbing right turn via CTR R-331 to 3000 before proceeding on course. **Rwy 26**, climb runway heading to 2400 before proceeding on course.

NOTE: **Rwy 8**, 120' AGL tree 370' from departure end of runway, 533' right of centerline.

**PITTSFIELD, ME**

PITTSFIELD MUNI (2B7)

AMDT 2 10154 (FAA)

NOTE: **Rwy 18**, trees beginning 86' from DER, left and right of centerline, up to 80' AGL/259' MSL. **Rwy 36**, aircraft 49' from DER, 156' left of centerline, 17' AGL/216' MSL. Vehicle 139' from DER, 452' left of centerline, 15' AGL/214' MSL. Trees beginning 884' from DER, 235' right of centerline, up to 80' AGL/310' MSL.

**PLYMOUTH, MA**

PLYMOUTH MUNI (PYM)

AMDT 2 98029 (FAA)

TAKE-OFF MINIMUMS: **Rwy 6**, 300-1 or std. with a min. climb of 390' per NM to 500. **Rwys 15**, 300-1. **Rwy 24**, 300-1 or std. with a min. climb of 220' per NM to 400.

**Rwy 33**, 300-1 or std. with a min. climb of 210' per NM to 400.

DEPARTURE PROCEDURE: **Rwy 6**, climb runway heading to 900 before proceeding on course.

**PORTLAND, ME**

PORTLAND INTL JETPORT (PWM)

AMDT 4 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwy 11**, 200-1½ or std. w/ min. climb of 270' per NM to 400. **Rwy 36**, 400-2½ or std. w/ min. climb of 265' per NM to 700.

NOTE: **Rwy 11**, trees beginning 6012' from departure end of runway, 2043' left of centerline, up to 100' AGL/248' MSL. Trees beginning 225' from departure end of runway, 540' right of centerline, up to 100' AGL/139' MSL. **Rwy 18**, towers 960' from departure end of runway, 666' right of centerline, up to 86' AGL/152' MSL. Building 1156' from departure end of runway, 758' right of centerline, 70' AGL/121' MSL. Trees beginning 149' from departure end of runway, 309' right of centerline, up to 100' AGL/130' MSL. Trees beginning 1227' from departure end of runway, 404' left of centerline, up to 60' AGL/101' MSL. **Rwy 29**, trees beginning 2294' from departure end of runway, 833' left of centerline, up to 100' AGL/200' MSL. Trees beginning 3000' from departure end of runway, 1195' right of centerline, up to 100' AGL/178' MSL. **Rwy 36**, towers beginning 2.1NM from departure end of runway, 1368' right of centerline, up to 360' AGL/481' MSL. Trees beginning 22' from departure end of runway, 494' left of centerline, up to 100' AGL/111' MSL. Trees beginning 1280' from departure end of runway, 831' right of centerline, up to 100' AGL/128' MSL. Vehicles on road, light poles, fence and building 20' from departure end of runway, 423' left of centerline, up to 50' AGL/81' MSL.

**PORTSMOUTH, NH**

PORTSMOUTH INTL AT PEASE (PSM)

ORIG 07214 (FAA)

DEPARTURE PROCEDURE: **Rwy 16**, use PEASE DEPARTURE.

NOTE: **Rwy 34**, building 519' from DER, 439' right of centerline, 15' AGL/115' MSL, trees beginning 2752' from DER, 1090' right of centerline, up to 90' AGL/170' MSL.

**PRESQUE ISLE, ME**

NORTHERN MAINE RGNL AIRPORT AT

PRESQUE ISLE (PQI)

AMDT 4 97114 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1**, 300-1 or std. with a min. climb of 360' per NM to 900. **Rwy 10**, 300-1 or std. with a min. climb of 250' per NM to 900. **Rwy 19**, 800-1 or std. with a min. climb of 230' per NM to 1600.

DEPARTURE PROCEDURE: **Rwy 1**, climb runway heading to 1200 before proceeding on course. **Rwy 10**, climb runway heading to 1700 before proceeding on course.

**PRINCETON, ME**

PRINCETON MUNI (PNN)

ORIG 81358 (FAA)

DEPARTURE PROCEDURE: **Rwy 24**, climbing right turn direct PNN VOR/DME before proceeding on course.

**PROVIDENCE, RI**

THEODORE FRANCIS GREEN STATE (PVD)

AMDT 12 07074 (FAA)

TAKE-OFF MINIMUMS: **Rwy 34**, std. w/ a min. climb of 269' per NM to 500, or 300-2 w/ a min. climb of 250' per NM to 1200, or 1000-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 34**, for climb in visual conditions: cross Theodore Francis Green State Airport at or above 900 MSL before proceeding on course.

NOTE: **Rwy 5**, multiple trees beginning 1272' from departure end of runway, 506' left of centerline, up to 50' AGL/109' MSL. Multiple trees beginning 1541' from departure end of runway, 738' right of centerline, up to 73' AGL/123' MSL. **Rwy 16**, multiple trees beginning 85' from departure end of runway, 98' right of centerline, up to 36' AGL/105' MSL. Multiple trees beginning 364' from departure end of runway, 127' left of centerline, up to 68' AGL/112' MSL. Multiple light poles beginning 2797' from departure end of runway, 914' right of centerline, up to 66' AGL/110' MSL. Antenna 3890' from departure end of runway, 1352' right of centerline, 91' AGL/151' MSL. Tower 3931' from departure end of runway, 1377' right of centerline, 77' AGL/137' MSL. **Rwy 34**, vent 105' from departure end of runway, 310' right of centerline, 47' AGL/76' MSL. Blast fence 211' from departure end of runway, 209' left of centerline, 7' AGL/61' MSL. Pole 312' from departure end of runway, 279' right of centerline, 20' AGL/80' MSL. Multiple trees beginning 352' from departure end of runway, 484' right of centerline, up to 79' AGL/136' MSL. Obstruction light 400' from departure end of runway, 189' left of centerline, 15' AGL/74' MSL. Vent 546' from departure end of runway, 518' left of centerline, 26' AGL/85' MSL. Multiple poles beginning 593' from departure end of runway, 245' left of centerline, up to 68' AGL/97' MSL. Multiple trees beginning 1233' from departure end of runway, 112' left of centerline, up to 79' AGL/132' MSL. Light 710' from departure end of runway, 617' left of centerline, 24' AGL/93' MSL. Tower 9063' from departure end of runway, 2916' right of centerline, 255' AGL/310' MSL.



**PROVINCETOWN, MA**

PROVINCETOWN MUNI (PVC)

ORIG 07214 (FAA)

NOTE: **Rwy 7**, trees beginning 133' from DER, 118' right of centerline up to 33' AGL/37' MSL. Trees beginning 165' from DER, 89' left of centerline up to 33' AGL/47' MSL. **Rwy 25**, bush 376' from DER, 575' right of centerline, 12' AGL/21' MSL.

**RANGELEY, ME**

RANGELEY LAKE SEAPLANE BASE (M57)

ORIG 94146 (FAA)

TAKE-OFF MINIMUMS: **Rwy 6**, NA. **Rwy 24**, 800-2 or std. with a min. climb of 280' per NM to 2500.

DEPARTURE PROCEDURE: **Rwy 6**, NA. **Rwy 24**, climb to 2800 via the 274° bearing to RQM NDB. Climb in RQM NDB holding to 4000 before proceeding on course.

STEVEN A. BEAN MUNI (8B0)

ORIG 92093 (FAA)

TAKE-OFF MINIMUMS: **Rwys 14, 32**, 600-2.

DEPARTURE PROCEDURE: **Rwy 14**, climbing right turn direct RQM NDB to cross at or above 4000 before proceeding on course. **Rwy 32**, climbing left turn direct RQM NDB to cross at or above 4000 before proceeding on course.

**ROCHESTER, NH**

SKYHAVEN (DAW)

AMDT 6 09351 (FAA)

DEPARTURE PROCEDURE: **Rwy 33**, climb heading 327° to 800, then climbing left turn heading 250° to intercept CON VORTAC R-095 to 3000 before proceeding on course.

NOTE: **Rwy 15**, trees beginning 450' from DER, 295' left of centerline, up to 110' AGL/400' MSL. Trees and poles beginning 111' from DER, 389' right of centerline, up to 57' AGL/367' MSL. **Rwy 33**, trees beginning 200' from DER, 154' right of centerline, up to 120' AGL/443' MSL. Trees beginning 106' from DER, 160' left of centerline, up to 103' AGL/406' MSL.

**ROCKLAND, ME**

KNOX COUNTY RGNL (RKD)

ADMT 4 04218 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3**, 300-1 or std. with a min. climb of 270' per NM to 2000, or 1100-2½ for climb in visual conditions. **Rwy 31**, std. with a min. climb of 300' per NM to 1300, or 1100-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 3, 31**, for climb in visual conditions: cross Knox County Rgnl at or above 1000' MSL before proceeding on course.

NOTE: **Rwy 3**, multiple trees, bushes, obstruction lights and towers beginning 108' from departure end of runway, 433' left of centerline, up to 146' AGL/206' MSL. **Rwy 13**, multiple trees, antennas, and light poles beginning 475' from departure end of runway, 548' left of centerline, up to 80' AGL/155' MSL. **Rwy 21**, multiple trees beginning 284' from departure end of runway, 255' left of centerline, up to 65' AGL/110' MSL. **Rwy 31**, multiple trees beginning 2025' from departure end of runway, 895' right of centerline, up to 74' AGL/115' MSL.

**RUTLAND, VT**

RUTLAND-SOUTHERN VERMONT RGNL

(RUT)

AMDT 3 09211 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1**, std. w/ min. climb of 439' per NM to 2800, or 3600-3 for climb in visual conditions.

**Rwy 13**, NA-obstacles. **Rwy 19**, std. w/ min. climb of 470' per NM to 3300, or 3600-3 for climb in visual conditions. **Rwy 31**, std. w/ min. climb of 420' per NM to 4500, or 3600-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 1**, climb via 013° course to DYO NDB, cross DYO NDB at or above 6000, if not at 6000, depart DYO NDB on bearing 325° to 6000 before proceeding on course. For climb in visual conditions: cross Rutland-Southern Vermont Rgnl airport at or above 4300 before proceeding on course.

**Rwy 19**, climb heading 194° to 1400, then climbing right turn via 025° course to DYO NDB, cross DYO NDB at or above 6000, if not at 6000, depart DYO NDB on bearing 325° to 6000 before proceeding on course. For climb in visual conditions: cross Rutland-Southern Vermont Rgnl airport at or above 4300 before proceeding on course. **Rwy 31**, climb heading 329° to 1600, then climbing right turn via 025° course to DYO NDB, cross DYO NDB at or above 6000, if not at 6000, depart DYO NDB on bearing 325° to 6000 before proceeding on course. For climb in visual conditions: cross Rutland-Southern Vermont Rgnl airport at or above 4300 before proceeding on course.

NOTE: **Rwy 1**, tree 46' from DER, 417' left of centerline, 80' AGL/829' MSL. Tree 79' from DER, 424' right of centerline, 80' AGL/805' MSL. **Rwy 19**, trees beginning 391' from DER, 178' left of centerline, up to 80' AGL/864' MSL. Trees beginning 166' from DER, 303' right of centerline, up to 80' AGL/843' MSL. **Rwy 31**, tree 357' from DER, 400' left of centerline, 80' AGL/843' MSL. Road 334' from DER, 94' left of centerline, 20' AGL/799' MSL. Tree 885' from DER, 201' right of centerline, 80' AGL/818' MSL. Tree 891' from DER, 403' right of centerline, 80' AGL/827' MSL.

**SANFORD, ME**

SANFORD RGNL (SFM)

AMDT 2 86128

TAKE-OFF MINIMUMS: **Rwys 25, 32**, 300-1.

DEPARTURE PROCEDURE: **Rwy 25**, climb straight ahead to 1600 before proceeding on course.

**Rwy 32**, climbing right turn to heading 045° to 1600 before proceeding on course.

NOTE: **Rwy 7**, trees beginning 449' from departure end of runway, 250' right of centerline, up to 66' AGL/299' MSL. Trees beginning 83' from departure end of runway, 90' left of centerline, up to 64' AGL/298' MSL.

**SOUTHBRIDGE, MA**

SOUTHBRIDGE MUNI (3B0)

AMDT 3 10070 (FAA)

TAKE-OFF MINIMUMS: **Rwy 2**, 300-1½ or std. with a min. climb of 370' per NM to 1000.

DEPARTURE PROCEDURE: **Rwy 2**, climb heading 022° to 1800 before turning right.

NOTE: **Rwy 2**, trees beginning 597' from DER, 58' left of centerline, up to 100' AGL/913' MSL. Tree 812' from DER, 197' right of centerline, 100' AGL/791' MSL.

**Rwy 20**, trees beginning 70' from DER, 309' right of centerline, up to 78' AGL/740' MSL. Tree 1044' from DER, 395' left of centerline, 43' AGL/732' MSL.

10210

**SPRINGFIELD, VT**

HARTNESS STATE (SPRINGFIELD) (HIE)

AMDT 2 02164 (FAA)

TAKE-OFF MINIMUMS: **Rwys 5, 11, 29**, NA Obstacles.**Rwy 23**, 900-3 or std. with a min. climb of 362' per NM to 1700.DEPARTURE PROCEDURE: **Rwy 23**, climb direct to SXD NDB, climb in SXD NDB holding pattern (SW, right turns, 050° inbound) to 5000 before proceeding on course.NOTE: **Rwy 23**, numerous trees 863' from departure end of runway, 340' right of centerline, 80' AGL/642' MSL. Trees 1618' from departure end of runway, 900' right of centerline, 80' AGL/658' MSL. Trees 2.4 NM from departure end of runway, 3600' left of centerline, 80' AGL/1262' MSL.**STOW, MA**

MINUTE MAN AIRFIELD (6B6)

AMDT 2 98253 (FAA)

TAKE-OFF MINIMUMS: **Rwy 21**, 300-1 or std. with a min. climb of 390' per NM to 600. **Rwy 3**, 300-1. **Rwys 12, 30**, NADEPARTURE PROCEDURE: **Rwy 21**, climb runway heading to 2000 before proceeding on course.**TAUNTON, MA**

TAUNTON MUNI-KING FIELD (TAN)

AMDT 2 08045 (FAA)

TAKE-OFF MINIMUMS: **Rwys 4, 22**, NA-Turf runway.**Rwy 12**, 200-1½ or standard with minimum climb of 362' per NM to 300. **Rwy 30**, 200-1 or std. w/ min climb of 291' per NM to 300.NOTE: **Rwy 12**, Trees and terrain beginning 61' from departure end of runway, 128' right of centerline, up to 80' AGL/229' MSL. Trees and terrain beginning 93' from departure end of runway, 204' left of centerline, up to 80' AGL/159' MSL. **Rwy 30**, Terrain beginning 147' from departure end of runway, 284' right of centerline, 43' MSL. Trees and terrain beginning 1044' from departure end of runway, 320' left of centerline, up to 80' AGL/199' MSL.**VINEYARD HAVEN, MA**

MARTHAS VINEYARD (MVV)

ORIG 07074 (FAA)

NOTE: **Rwy 6**, multiple trees beginning 627' from departure end of runway, 652' left of centerline up to 40' AGL/100' MSL. Terrain 143' from departure end of runway, 305' left of centerline, 0' AGL/69' MSL. Tree 1142' from departure end of runway, 747' right of centerline, 58' AGL/98' MSL. **Rwy 15**, light pole 411' from departure end of runway, 475' right of centerline, 47' AGL/97' MSL. Multiple trees beginning 276' from departure end of runway, 385' left of centerline, up to 37' AGL/97' MSL. Multiple trees beginning 411' from departure end of runway, 475' right of centerline, up to 37' AGL/97' MSL. **Rwy 24**, multiple antennas on buildings beginning 486' from departure end of runway, 265' left of centerline, up to 50' AGL/75' MSL. Multiple trees beginning 761' from departure end of runway, 210' left of centerline, up to 24' AGL/84' MSL. Multiple trees beginning 710' from departure end of runway, 402' right of centerline, up to 47' AGL/107' MSL. Terrain beginning 7' from departure end of runway, 459' right of centerline, up to 0' AGL/59' MSL. **Rwy 33**, bush 67' from departure end of runway, 242' right of centerline, 16' AGL/76' MSL. Multiple trees beginning 36' from departure end of runway, 498' left of centerline, up to 47' AGL/107' MSL. Multiple trees beginning 159' from departure end of runway, 347' right of centerline, up to 37' AGL/97' MSL. Terrain beginning 6' from departure end of runway, 111' right of centerline, up to 0' AGL/73' MSL.**WATERVILLE, ME**

WATERVILLE ROBERT LAFLEUR (WVL)

ORIG 82133 (FAA)

TAKE-OFF MINIMUMS: **Rwys 14, 32**, 300-1.**WEST DOVER, VT**

MOUNT SNOW (4V8)

AMDT 1 05188 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1**, std. with a min. climb of 492' per NM to 6000, or 2200-3 for climb in visual conditions. **Rwy 19**, std. with a min. climb of 236' per NM to 5000, or 2200-3 for climb in visual conditions.DEPARTURE PROCEDURE: **Rwy 1**, climb via VWD NDB 352° bearing to 6000 before proceeding on course. For climb in visual conditions: Maintain 180 knots or less in climb, cross Mount Snow Airport at or above 4500. **Rwy 19**, climb via VWD NDB 191° bearing to 5000 before proceeding on course. For climb in visual conditions: Maintain 180 knots or less in climb, cross Mount Snow Airport at or above 4500.NOTE: **Rwy 1**, brush 200' from departure end of runway, 70' left and right of centerline, 20' AGL/1970' MSL; multiple trees 1200' from departure end of runway, left and right of centerline, 90' AGL/2040' MSL; trees 2813' from departure end of runway, 594' right of centerline, 90' AGL/2156' MSL; trees 2140' from departure end of runway, 326' right of centerline, 90' AGL/2131' MSL; trees 2776' from departure end of runway, 210' right of centerline, 90' AGL/2137' MSL; trees 560' from departure end of runway, 578' right of centerline, 90' AGL/2078' MSL; trees 3351' from departure end of runway, 1056' left of centerline, 90' AGL/2137' MSL. **Rwy 19**, brush 200' from departure end of runway, 100' left and right of centerline, 20' AGL/1968' MSL, trees 1200' from departure end of runway, left and right of centerline, 90' AGL/2038' MSL.

26 AUG 2010 to 23 SEP 2010

26 AUG 2010 to 23 SEP 2010

10210





## TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES



10210

## WESTERLY, RI

WESTERLY STATE (WST)

AMDT 2 02164 (FAA)

TAKE-OFF MINIMUMS: **Rwy 25**, 300-1 or std. with a min. climb of 466' per NM to 400. **Rwy 32**, 300-1 or std. with a min. climb of 218' per NM to 300.

DEPARTURE PROCEDURE: **All Runways**, climb runway heading to 500 before proceeding on course.

NOTE: **Rwy 14**, multiple trees from 20 to 1300' from departure end of runway, 10 to 500' left/right of centerline, ranging from 110 to 173' MSL. **Rwy 25**, multiple trees from 4180 to 6600' from departure end of runway, 10 to 500' left/right of centerline, ranging from 92 to 150' MSL. Water tower 2950' from departure end of runway, 1040' left of centerline, 120' AGL/252' MSL. **Rwy 32**, multiple trees from 30 to 1750' from departure end of runway, 10 to 500' left/right of centerline, ranging from 91 to 155' MSL.

## WESTFIELD, MA

BARNES MUNI (BAF)

AMDT 4 10154 (FAA)

TAKE-OFF MINIMUMS: **Rwy 2**, 300-1½ or std. w/ min. climb of 204' per NM to 600 or, alternatively, with standard take-off minimums a normal 200'/NM climb gradient, take-off must occur no later than 1200' prior to DER. **Rwy 15**, 400-2 or std. w/ a min. climb of 404' per NM to 700. **Rwy 33**, std. w/ min. climb of 323' per NM to 2000, or 1500-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 2**, climb heading 024° to 1700 before proceeding on course. **Rwy 15**, climb heading 154° to 1300 before proceeding on course. **Rwy 20**, climb heading 204° to 1500 before proceeding on course. **Rwy 33**, climb heading 334° to 1900 before proceeding on course, or for climb in visual conditions: cross Barnes Muni airport at or above 1600 MSL before proceeding on course.

NOTE: **Rwy 2**, trees beginning 1186' from DER, 144' left of centerline, up to 100' AGL/385' MSL. Trees beginning 1098' from DER, 431' right of centerline, up to 100' AGL/465' MSL. **Rwy 15**, trees beginning 245' from DER, 74' left of centerline, up to 100' AGL/576' MSL. Bush 245' from DER, 285' left of centerline, up to 20' AGL/265' MSL. Obstruction light on tank 4773' from DER, 1315' left of centerline, 190' AGL/440' MSL. Trees beginning 360' from DER, 8' right of centerline, up to 100' AGL/508' MSL. **Rwy 20**, trees beginning 18' from DER, 47' left of centerline, up to 100' AGL/321' MSL. Trees beginning 541' from DER, 38' right of centerline, up to 100' AGL/329' MSL. **Rwy 33**, trees and bush beginning 151' from DER, 138' left of centerline, up to 100' AGL/383' MSL. Obstruction light on radio tower and towers beginning 1.50 NM from DER, 2641' left of centerline, up to 305' AGL/545' MSL. Trees beginning 311' from DER, 35' right of centerline, up to 100' AGL/513' MSL.

## WESTOVER ARB/METROPOLITAN, (KCEF)

SPRINGFIELD/CHICOPEE, MA

..... Rwy 5, 900-3\*  
Rwy 33, 1400-3\*\*

\* Or standard with minimum climb of 250'/NM to 900.

\*\* Or standard with minimum climb of 320'/NM to 1400.

RWY 15: 307' tree 1013' from departure end of RWY, 526' left of extended centerline, 294' tree 1268' from departure end of RWY, 619' left of extended centerline, 317' tree 1340' from departure end of RWY, 686' left of extended centerline, 318' tree 1686' from departure end of RWY, 911' left of extended centerline, 305' tree 1911' from departure end of RWY, 832' left of extended centerline, 321' tree 2104' from departure end of RWY, 942' left of extended centerline, 329' tree 2959' from departure end of RWY, 1277' left of extended centerline, 334' tree 3236' from departure end of RWY, 1278' left of extended centerline, 343' tree 3515' from departure end of RWY, 1287' left of extended centerline, 310' tree 2421' from departure end of RWY, 1062' left of extended centerline, 323' tree 2695' from departure end of RWY, 369' right of extended centerline, 321' tree 2796' from departure end of RWY, 608' right of extended centerline, 321' tree 2945' from departure end of RWY, 909' right of extended centerline, 335' tree 3567' from departure end of RWY, 1320' left of extended centerline. RWY 23: 296' tree 1191' from departure end of RWY, 726' left of extended centerline; 289' tree 1704' from departure end of RWY, 202' right of extended centerline; 291' tree 1737' from departure end of RWY, 205' left of extended centerline.

## WHITEFIELD, NH

MOUNT WASHINGTON RGNL (HIE)

AMDT 4 02052 (FAA)

TAKE-OFF MINIMUMS: **Rwy 10**, 3300-3 or std. with a min. climb of 390' per NM to 4900. **Rwy 28**, 2700-3 or std. with a min. climb of 330' per NM to 4400.

DEPARTURE PROCEDURE: **Rwy 10**, climb runway heading to 2200, then climbing left turn direct GMA NDB. Cross GMA NDB at or above 5000 before proceeding on course. **Rwy 28**, climb direct GMA NDB, climb in holding pattern (W, right turns, 104° inbound) to 5000 before proceeding on course.

NOTE: **Rwy 10**, 67' AGL trees 194' from departure end of runway, 494' left of centerline 67' AGL/1130' MSL. **Rwy 28**, 65' AGL trees 294' from departure end of runway, 517' right of centerline 65' AGL/1096' MSL.

26 AUG 2010 to 23 SEP 2010

26 AUG 2010 to 23 SEP 2010

10210



## TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES



NE-1

## WILLIMANTIC, CT

WINDHAM (IJD)

AMDT 5 08297 (FAA)

TAKE-OFF MINIMUMS: **Rwy 9**, std. w/min. climb of 340' per NM to 1100, or 1100-2½ for climb in visual conditions. **Rwy 18**, 300-2 or std. w/min. climb of 408' per NM to 700. **Rwy 27**, 400-2 or std. w/min. climb of 290' per NM to 700. **Rwy 36**, std. w/min. climb of 401' per NM to 1100, or 1100-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 9**, climb heading 089° to 700 before proceeding on course, or for climb in visual conditions cross Windham Airport at or above 1200 before proceeding on course. **Rwy 18**, climb heading 170° to 1200 before turning right. **Rwy 27**, climb heading 269° to 800 before proceeding on course. **Rwy 36**, for climb in visual conditions cross Windham Airport at or above 1200 before proceeding on course.

NOTE: **Rwy 9**, trees beginning 50' from departure end of runway, 118' right of centerline, up to 80' AGL/669' MSL. Pole and trees beginning 284' from departure end of runway, 12' left of centerline, up to 86' AGL/529' MSL. Fence 119' from departure end of runway, 207' left of centerline, 6' AGL/246' MSL. **Rwy 18**, trees beginning 49' from departure end of runway, 16' right of centerline, up to 80' AGL/402' MSL. Trees beginning 317' from departure end of runway, 47' left of centerline, up to 80' AGL/529' MSL. Bush 248' from departure end of runway, 93' left of centerline, 14' AGL/261' MSL. Light standard 415' from departure end of runway, 149' left of centerline 32' AGL/279' MSL. **Rwy 27**, obstacle light on antenna and trees beginning 45' from departure end of runway, 46' left of centerline, up to 99' AGL/299' MSL. Trees beginning 193' from departure end of runway, 230' right of centerline, up to 80' AGL/549' MSL. Obstruction light on localizer, 83' from departure end of runway, on centerline, 8' AGL/247' MSL. **Rwy 36**, trees beginning 150' from departure end of runway, 155' right of centerline, up to 80' AGL/339' MSL. Trees beginning 195' from departure end of runway, 24' left of centerline, up to 80' AGL/559' MSL.

## WINDSOR LOCKS, CT

BRADLEY INTL (BDL)

AMDT 3 10154 (FAA)

TAKE-OFF MINIMUMS: **Rwy 33**, std. w/min. climb of 326' per NM to 1000, or 1200-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 1**, Climb heading 013° to 1000 before turning left. **Rwy 33**, Climb heading 328° to 1000 or for climb in visual conditions: cross Bradley Intl airport at or above 1200 before proceeding on course.

NOTE: **Rwy 1**, vehicle on roadway 342' from DER, 564' left of centerline, 15' AGL/184' MSL. Trees beginning 441' from DER, 493' left of centerline, up to 100' AGL/269' MSL. Trees beginning 1844' from DER, 45' right of centerline, up to 100' AGL/299' MSL. **Rwy 6**, trees beginning 21' from DER, 464' left of centerline, up to 100' AGL/249' MSL. Trees beginning 1956' from DER, 921' right of centerline, up to 100' AGL/239' MSL. **Rwy 15**, vehicle on roadway 531' from DER, 606' left of centerline, up to 15' AGL/186' MSL. Trees beginning 2341' from DER, 767' left of centerline, up to 100' AGL/244' MSL. Vehicle on roadway 429' from DER, 572' right of centerline, up to 15' AGL/184' MSL. Tree 1520' from DER, 786' right of centerline, up to 100' AGL/259' MSL. **Rwy 24**, trees beginning 3066' from DER, 599' left of centerline, up to 100' AGL/269' MSL. Obstruction light on fence 1239' from DER, 784' left of centerline, up to 45' AGL/215' MSL. Trees beginning 2345' from DER, 489' right of centerline, up to 100' AGL/299' MSL. **Rwy 33**, trees beginning 1590' from DER, 275' left of centerline, up to 100' AGL/256' MSL. Tower 2.4 NM from DER, 3534' left of centerline, 104' AGL/774' MSL. Trees beginning 1618' from DER, 264' right of centerline, up to 100' AGL/263' MSL.

## WISCASSET, ME

WISCASSET (IWI)

AMDT 2 10154 (FAA)

TAKE-OFF MINIMUMS: **Rwy 7**, 300-2 or std. with a min. climb of 232' per NM to 400, or alternatively, with standard take-off minimums and a normal 200' per NM climb gradient, take-off must occur no later than 2100' prior to DER.

NOTE: **Rwy 7**, trees beginning 115' from DER, right of and left of centerline, up to 80' AGL/149' MSL. Vehicle on road, 537' from DER, right and left of centerline, 17' AGL/76' MSL. T-L towers beginning 3144' from DER, right and left of centerline, 141' AGL/206' MSL. Trees beginning 3643' from DER, 1311' right of centerline, up to 80' AGL/179' MSL. Pole 400' from DER, 500' left of centerline, 35' AGL/85' MSL. Trees beginning 1.38 NM from DER, 285' right of centerline, up to 80' AGL/299' MSL. **Rwy 25**, vehicles on roads beginning 30' from DER, right and left of centerline, 15' AGL/84' MSL. Trees beginning 739' from DER, 111' left of centerline, up to 80' AGL/149' MSL. Trees beginning 501' from DER, 252' right of centerline, up to 80' AGL/189' MSL.

26 AUG 2010 to 23 SEP 2010



WORCESTER, MA

WORCESTER RGNL (ORH)

AMDT 8 10070 (FAA)

TAKE-OFF MINIMUMS: **Rwy 29**, 300-1 or std. with a min. climb of 323' per NM to 1300. **Rwy 33**, 700-3 or std. with a min. climb of 394' per NM to 2000.

DEPARTURE PROCEDURE: **Rwy 29**, climb heading 289° to 1600 before turning right. **Rwy 33**, climb heading 333° to 2000 before turning right

NOTE: **Rwy 15**, trees beginning 130' from DER, 333' right of centerline, up to 100' AGL/1011' MSL. Trees beginning 63' from DER, 250' left of centerline, up to 100' AGL/1003' MSL. **Rwy 29**, trees beginning 55' from DER, 464' right of centerline, up to 100' AGL/1192' MSL. Trees beginning 617' from DER, 621' left of centerline, up to 100' AGL/1109' MSL. **Rwy 33**, trees beginning 212' from DER, 124' left of centerline, up to 100' AGL/1043' MSL. Trees beginning 499' from DER, 339' right of centerline, up to 100' AGL/1418' MSL. Rising terrain beginning 1.5 NM from DER, 1491' right of centerline, up to 1385' MSL. Rod on pole 1.3 NM from DER, 1325' left of centerline, up to 76' AGL/1224' MSL. Rod on pole 1.4 NM from DER, 195' right of centerline, up to 90' AGL/1257' MSL. Rod on pole 1.6 NM from DER, 2120' right of centerline, up to 107' AGL/1402' MSL. Tower 1.8 NM from DER, 3415' right of centerline, up to 106' AGL/1500' MSL. Tower 2.3 NM from DER, 4087' right of centerline, up to 366' AGL/1674' MSL.

26 AUG 2010 to 23 SEP 2010

26 AUG 2010 to 23 SEP 2010

## AIRPORT DIAGRAM

AL-621 (FAA)

BRIDGEPORT / IGOR I. SIKORSKY MEMORIAL (BDR)  
BRIDGEPORT, CONNECTICUT

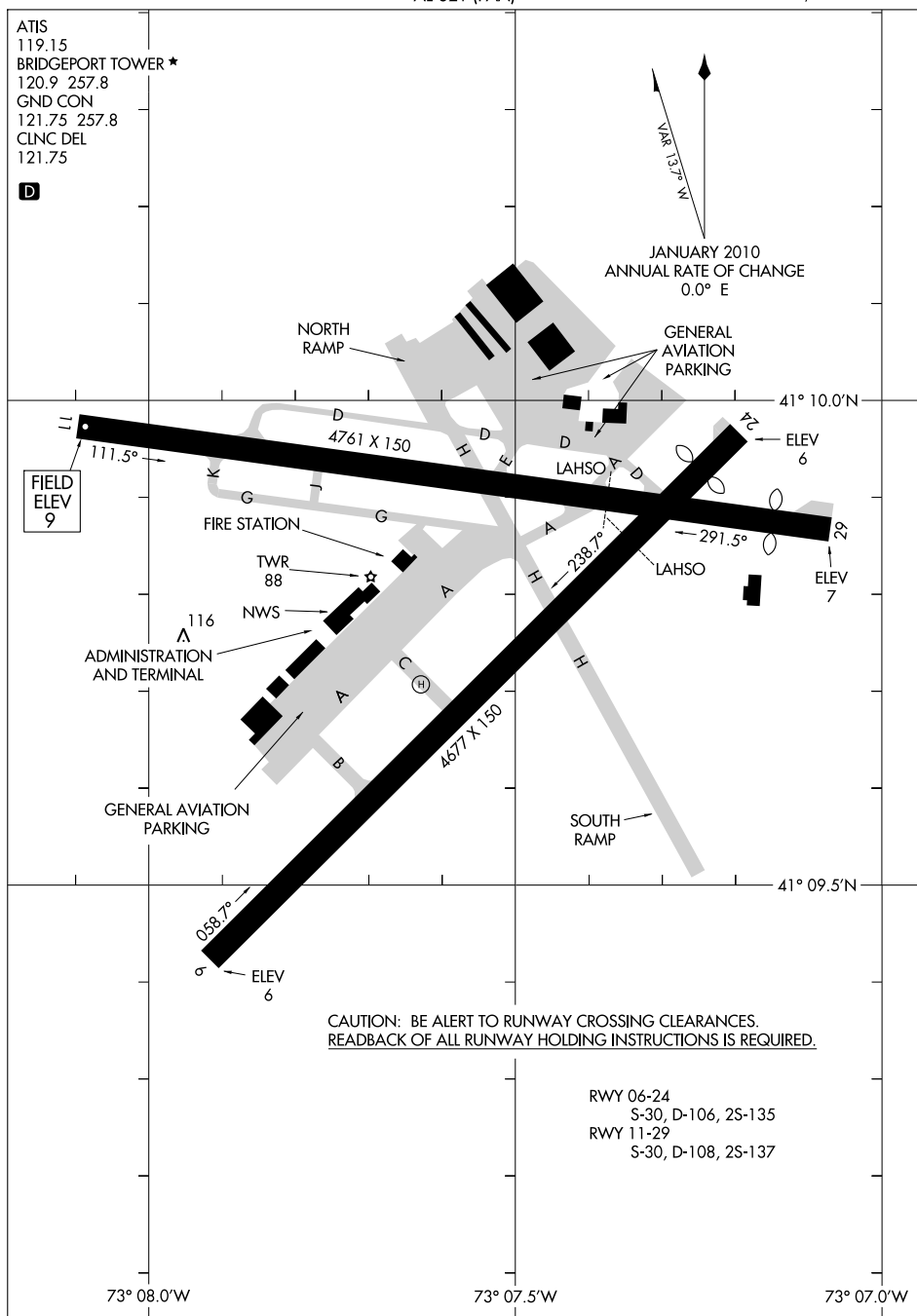
ATIS  
119.15  
BRIDGEPORT TOWER ★  
120.9 257.8  
GND CON  
121.75 257.8  
CLNC DEL  
121.75

D

JANUARY 2010  
ANNUAL RATE OF CHANGE  
0.0° E

NE-1, 26 AUG 2010 to 23 SEP 2010

NE-1, 26 AUG 2010 to 23 SEP 2010



## AIRPORT DIAGRAM

BRIDGEPORT, CONNECTICUT  
BRIDGEPORT / IGOR I. SIKORSKY MEMORIAL (BDR)



**BRADLEY INTL** (See WINDSOR LOCKS)**BRIDGEPORT** N41°09.64' W73°07.47' NOTAM FILE BDR.

(L) VOR/DME 108.8 BDR Chan 25 at Igor I Sikorsky Mem. 9/12W.

VOR/DME unusable:

106°-120° byd 30 NM blo 2500'

121°-130° byd 30 NM blo 2200'

161°-180° byd 30 NM blo 1300'

181°-260° byd 30 NM blo 2500'

261°-359° byd 30 NM

261°-359° below 5500'

000°-105° byd 30 NM blo 3000'

RCO 122.1R 108.8T (BRIDGEPORT RADIO)

NEW YORK

H-101, L-33B, 341

**BRIDGEPORT****IGOR I SIKORSKY MEM** (BDR) 3 SE UTC-5(-4DT) N41°09.81' W73°07.57'

9 B S4 FUEL 100LL, JET A OX 3, 4 TPA-See Remarks LRA Class IV, ARFF Index A

NOTAM FILE BDR

RWY 11-29: H4761X150 (ASPH) S-30, D-108, 2S-137 HIRL

RWY 11: REIL. PAPI(P4R)—GA 3.5° TCH 40'. Brush.

RWY 29: REIL. VASI(V4L)—GA 3.0°. Thld dsplcd 364'. Road. Rgt tfc.

RWY 06-24: H4677X150 (ASPH) S-30, D-106, 2S-135 HIRL

RWY 06: REIL. PAPI (P4R)—GA 3.0° TCH 53'. Road.

RWY 24: REIL. VASI(V4L)—GA 3.0°. Thld dsplcd 319'. Road.

**LAND AND HOLD SHORT OPERATIONS**

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 06	11-29	3700
RWY 11	06-24	3350

**RUNWAY DECLARED DISTANCE INFORMATION:**

RWY 06: TORA-4677 TODA-4677 ASDA-4677 LDA-4677

RWY 11: TORA-4761 TODA-4761 ASDA-4761 LDA-4761

RWY 24: TORA-4677 TODA-4677 ASDA-4677 LDA-4358

RWY 29: TORA-4761 TODA-4761 ASDA-4761 LDA-4397

**AIRPORT REMARKS:** Attended 1130-0300Z. Birds and wildlife

frequently on and invof arpt. Rwy 06-24 has extensive cracking, spalling, ravelling. PAEW adjacent to all operational

surfaces dalgt hrs Apr through Oct. There may be standing water over or adjacent to all surfaces. Uneven surfaces left

side of Rwy 29. Extensive helicopter ops sfc-10,000 ft 5-15

miles NW-NE, for tfc information when invof arpt ctc Sikorsky ops on 133.6 (1200-2130Z). Touch and go

ldgs permitted 1200-0200Z. Noise abatement procedures in effect 0200-1200Z. Rwy 11-29 CLOSED to

unscheduled air carrier ops with more than 30 passenger seats except 24 hrs PPR call arpt mgr

203-576-7497. Rwy 06-24 CLOSED to all air carrier ops. Avoid overflying residential areas NE and SE of arpt.

Departing Rwy 24 avoid turns until ½ mile byd shoreline. Acft which exceed 82 decibels 0300-1200Z require

12 hr PPR call 203-576-7497 except military emerg and medical acft. TPA-1009(1000) for single engine,

1509(1500) all others. When winds are less than 5 knots requested use of Rwy 11 or Rwy 29. When the twr is

clsd all engine runups are prohibited. However, if an acft requires nighttime engine maintenance, PPR from arpt

manager is required and the runups are to be performed on Twy G between Twy J and Twy K. Pilots are advised

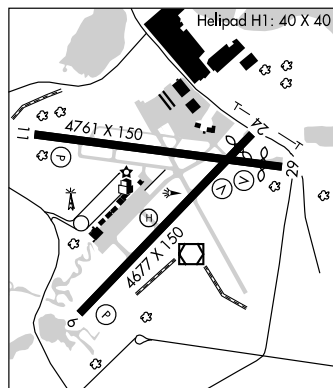
to use care in positioning their acft to prevent damage from prop wash to afld sign. ACTIVATE HIRL Rwy 11-29

and 06-24; REIL Rwy 06, 24, 11 and 29—CTAF. Parking fee all acft after 2 hrs. Ldg fee all acft except solo

students. Flight Notification Service (ADCUS) available.

**WEATHER DATA SOURCES:** ASOS (203) 381-9453.**COMMUNICATIONS:** CTAF 120.9 ATIS 119.15 UNICOM 123.0**BRIDGEPORT RCO 122.2 122.1R 108.8T (BRIDGEPORT RADIO)**② **NEW YORK APP/DEP CON 124.075****BRIDGEPORT TOWER 120.9 (1130-0300Z) GND CON 121.75 CLNC DEL 121.75****AIRSPACE:** CLASS D svc 1130-0300Z other times CLASS G.**RADIO AIDS TO NAVIGATION:** NOTAM FILE BDR.**BRIDGEPORT (L) VOR/DME 108.8 BDR Chan 25 N41°09.64' W73°07.47' at fld. 9/12W.****ILS/DME 110.7 I-BDR Chan 44 Rwy 06. ILS unmonitored when twr clsd.****COMM/NAV/WEATHER REMARKS:** Emerg frequency 121.5 not avbl at twr.

. . . . .

**HELIPAD H1: H40X40 (ASPH)****HELIPORT REMARKS:** Helipad H1 building +56 ft approximately 666 ft SW.

## BRIDGEHAVEN FIVE DEPARTURE

SL-621 (FAA)

BRIDGEPORT, CONNECTICUT

ATIS 119.15  
BRIDGEPORT GND CON  
121.75 257.8  
BRIDGEPORT TOWER\*  
120.9 (CTAF) 257.8  
NEW YORK DEP CON  
124.075 343.65

## GAYLE

N41°24.40'  
W74°21.43'  
L-33-34, H-10-12

## GREKI

N41°28.80'  
W73°18.85'  
L-33-34, H-10-12

## SOARS

N41°30.70'  
W73°16.30'  
L-33-34

## NEION

N41°13.69'  
W74°34.85'  
L-33-34, H-10-12

## HAAYS

N41°19.20'  
W74°28.03'  
L-33-34

## COATE

N41°08.17'  
W74°41.71'  
L-33-34, H-10-12

## CARMEL

116.6 CMK  
Chan 113  
N41°16.80'-W73°34.88'  
L-33-34, H-10-12

## ELIOT

N40°49.11'  
W75°07.81'  
L-33-34, H-10-12

## SPARTA

115.7 SAX  
Chan 104  
N41°04.05'  
W74°32.30'  
L-33-34, H-10-12

## PARKE

N40°40.99'  
W75°04.59'  
L-33-34, H-10-12

## BROADWAY

114.2 BWZ  
Chan 89  
N40°47.91'-W74°49.31'  
L-33-34, H-10-12

## BRIDGEPORT

108.8 BDR  
Chan 25  
N41°09.64'  
W73°07.47'  
L-33-34, H-10-12

## MADISON

110.4 MAD  
Chan 41  
N41°18.83'  
W72°41.53'  
L-33-34 H-10-12

## LANNA

N40°33.58'  
W75°01.66'  
L-33-34, H-10-12

## DIRPE

N40°28.38'  
W74°59.62'  
L-33-34

## BIGGY

N40°25.18'  
W74°58.36'  
L-33-34, H-10-12

## DEER PARK

117.7 DPK  
Chan 124  
N40°47.51'  
W73°18.22'  
L-33-34, H-10-12

## BEADS

N40°44.08'  
W72°32.57'  
L-34

## SOLBERG

112.9 SBJ  
Chan 76  
N40°34.98'-W74°44.51'  
L-33-34, H-10-12

## KENNEDY

115.9 JFK  
Chan 106  
N40°37.97'-W73°46.28'  
L-33-34, H-10-12

## WHITE

N40°00.41'  
W74°15.08'  
L-34, H-10-12

NOTE: Chart not to scale.

NOTE: BEADS departures expect vectors to MAD R-182.

NOTE: COATE departures expect vectors to SAX/SAX R-311.

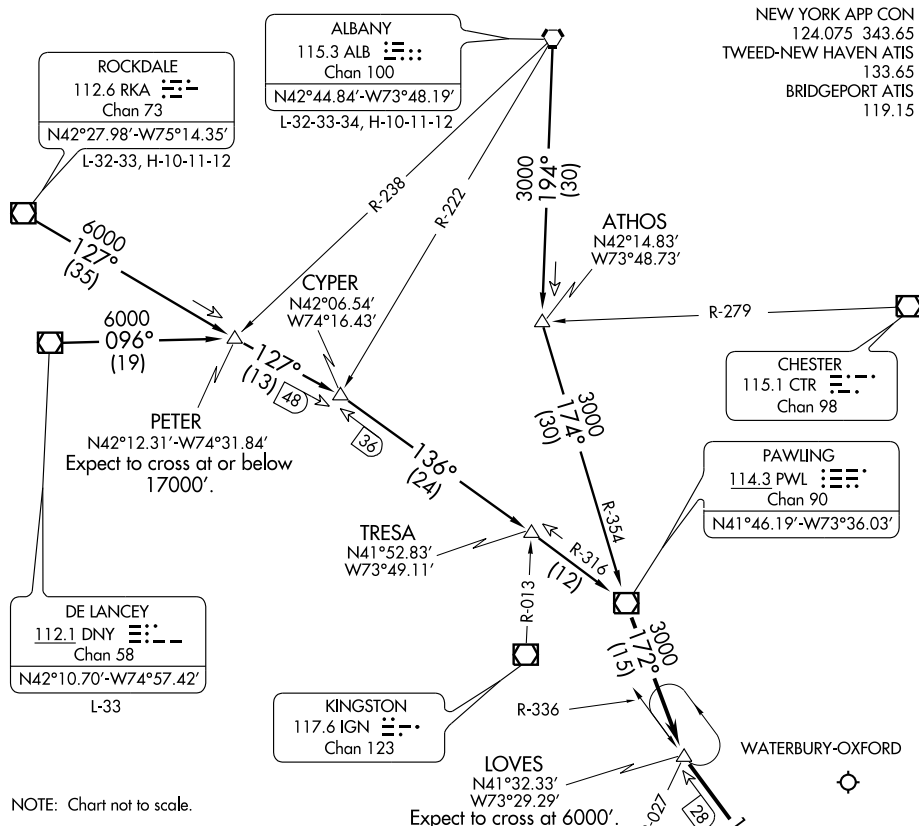
## DEPARTURE ROUTE DESCRIPTION

**TAKE-OFF ALL RUNWAYS:** Climb on runway heading, thence via vectors to assigned route/fix. Expect clearance to filed altitude/flight level 10 minutes after departure.

## BRIDGEPORT ONE ARRIVAL

ST-621 (FAA)

BRIDGEPORT, CONNECTICUT



## ARRIVAL DESCRIPTION

**ALBANY TRANSITION (ALB.BDR1):** From over ALB VORTAC via ALB R-194 to ATHOS INT, then via PWL R-354 to PWL VOR/DME. Thence . . . .

**DELANCEY TRANSITION (DNY.BDR1):** From over DNY VOR/DME via DNY R-096 to PETER INT, then via RKA R-127 to CYPER INT, then via PWL R-316 to PWL VOR/DME. Thence . . . .

**ROCKDALE TRANSITION (RKA.BDR1):** From over RKA VOR/DME via RKA R-127 to CYPER INT, then via PWL R-316 to PWL VOR/DME. Thence . . . .

. . . . From over PWL VOR/DME via PWL R-172 to LOVES INT. Then via BDR R-336 to DENNA INT. Expect radar vectors to the final approach course.

NOTE: This procedure applicable to jet aircraft only.

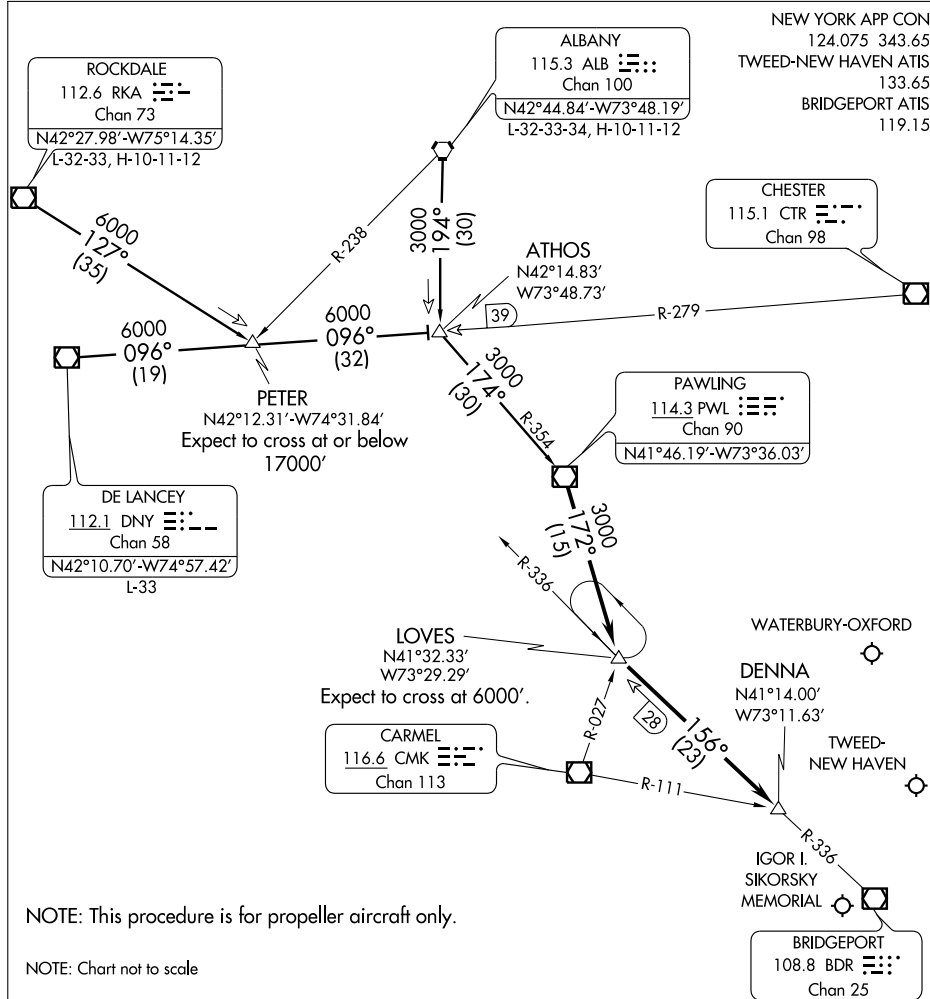
## BRIDGEPORT ONE ARRIVAL

BRIDGEPORT, CONNECTICUT

## DENNA TWO ARRIVAL

ST-621 (FAA)

BRIDGEPORT, CONNECTICUT



ALBANY TRANSITION (ALB.DENNA2): From over ALB VORTAC via ALB

R-194 to ATHOS INT, then via PWL R-354 to PWL VOR/DME. Thence....

DELANCEY TRANSITION (DNY.DENNA2): From over DNY VOR/DME via

DNY R-096 to ATHOS INT, then via PWL R-354 to PWL VOR/DME.

Thence....

ROCKDALE TRANSITION (RKA.DENNA2): From over RKA VOR/DME

via RKA R-127 to PETER INT, then via DNY R-096 to ATHOS INT, then via

PWL R-354 to PWL VOR/DME. Thence....

....From over PWL VOR/DME via PWL R-172 to LOVES INT. Then via

BDR R-336 to DENNA INT. Expect radar vectors to final approach course.

## DENNA TWO ARRIVAL

(DENNA.DENNA2) 08325

BRIDGEPORT, CONNECTICUT

LOC/DME I-BDR <b>110.7</b> Chan <b>44</b>	APP CRS <b>060°</b>	Rwy Idg <b>4677</b> TDZE <b>7</b> Apt Elev <b>10</b>
---	------------------------	--

ILS RWY 6  
BRIDGEPORT/ IGOR I. SIKORSKY MEMORIAL (BDR)



**MISSED APPROACH:** Climb to 1800 via BDR-054 to MILUM Int and hold.

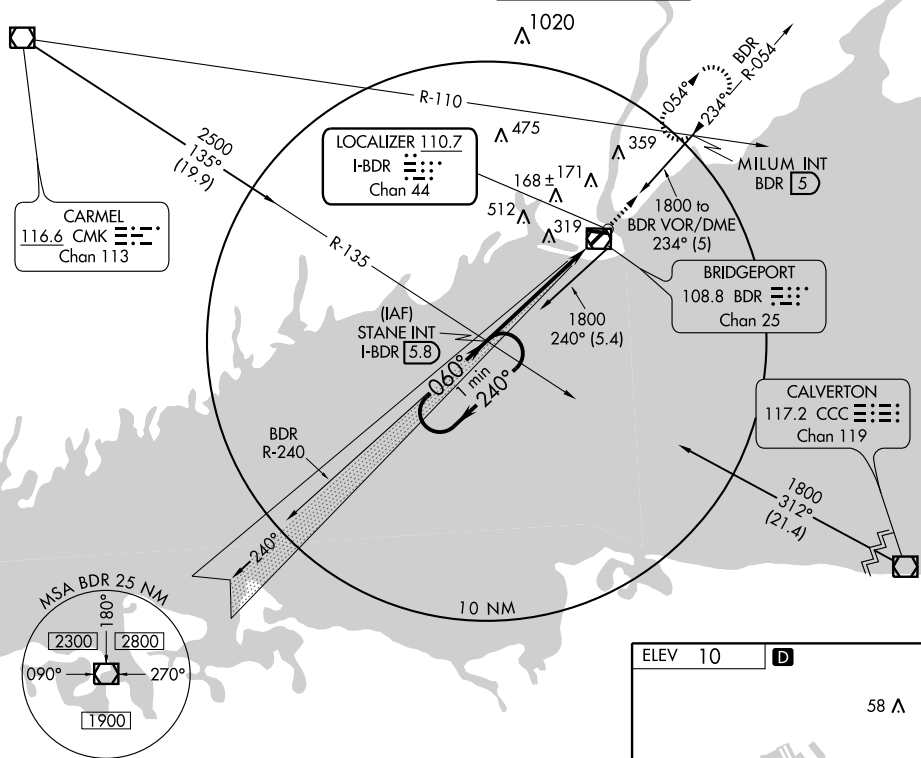
ATIS  
**119.15**

NEW YORK APP CON  
124.075 343.65

BRIDGEPORT RADIO  
122.2

BRIDGEPORT TOWER★  
120.9 (CTAF) 257.8

GND CON  
**121.75 257.8**

CLNC DEL  
**121.75**

NE-1. 26 AUG 2010 to 23 SEP 2010

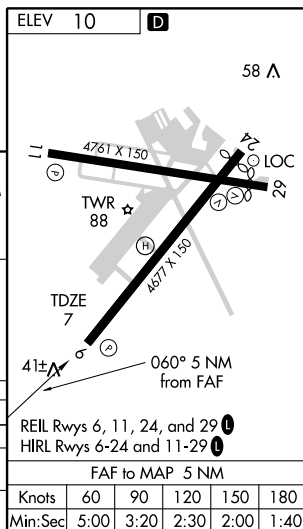
## One Minute Holding Pattern

STANE INT  
I-BDR 5.8

1800 ↑ BDR R-054 108.8	MILUM INT
---------------------------------	--------------

$$\begin{array}{r} 1800 \xleftarrow{240^\circ} \\ \xrightarrow{060^\circ} \\ \text{GS } 3.00^\circ \\ \text{TCH } 52 \end{array} \quad \begin{array}{r} 1800 \\ 1800 \end{array}$$

CATEGORY	A	B	C	D
S-ILS 6	307 - 1 300 (300-1)			
S-LOC 6	380-1 373 (400-1)			380-1¼ 373 (400-1¼)
CIRCLING	420-1 410 (500-1)	620-1 610 (700-1)	620-1¼ 610 (700-1¼)	820-2½ 810 (900-2½)



BRIDGEPORT, CONNECTICUT  
Amdt 9A 10098

BRIDGEPORT/IGOR I. SIKORSKY MEMORIAL (BDR)  
73°08'W ILS RWY 6

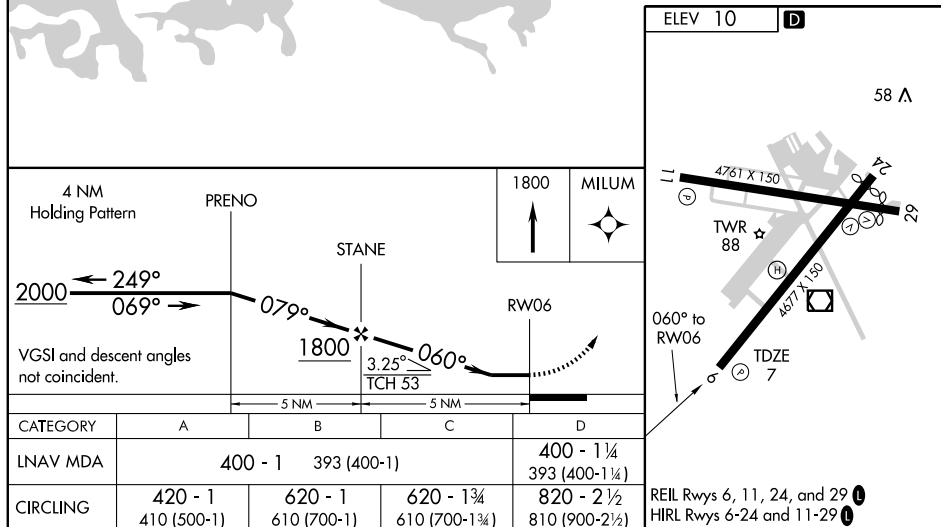
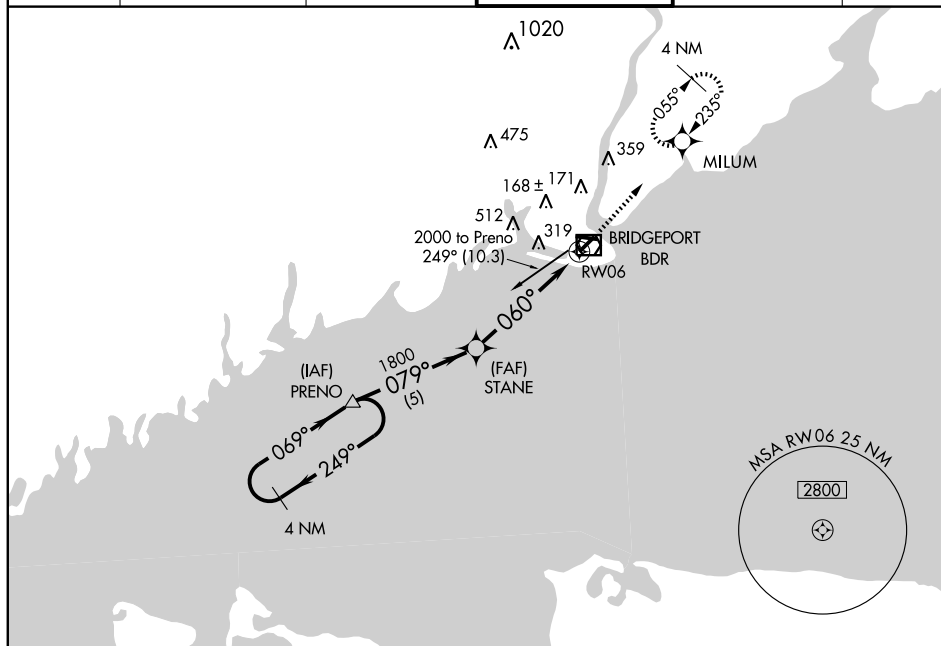
41°10'N - 73°08'W

APP CRS <b>060°</b>	Rwy Idg TDZE Apt Elev	<b>4677</b> <b>7</b> <b>10</b>
------------------------	-----------------------------	--------------------------------------

## RNAV (GPS) RWY 6

BRIDGEPORT/IGOR I. SIKORSKY MEMORIAL (BDR)

<b>▼</b> <b>▲</b> NA		GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.		MISSED APPROACH: Climb to 1800 direct MILUM WP and hold.	
ATIS <b>119.15</b>	NEW YORK APP CON <b>124.075 343.65</b>	BRIDGEPORT RADIO <b>122.2</b>	BRIDGEPORT TOWER★ <b>120.9 0 (CTAF) 257.8</b>	GND CON <b>121.75 257.8</b>	CLNC DEL <b>121.75</b>



NE-1, 26 AUG 2010 to 23 SEP 2010

NE-1, 26 AUG 2010 to 23 SEP 2010

## RNAV (GPS) RWY 24

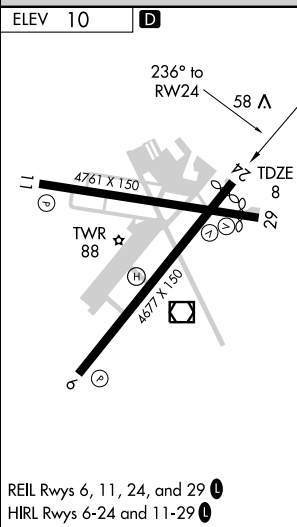
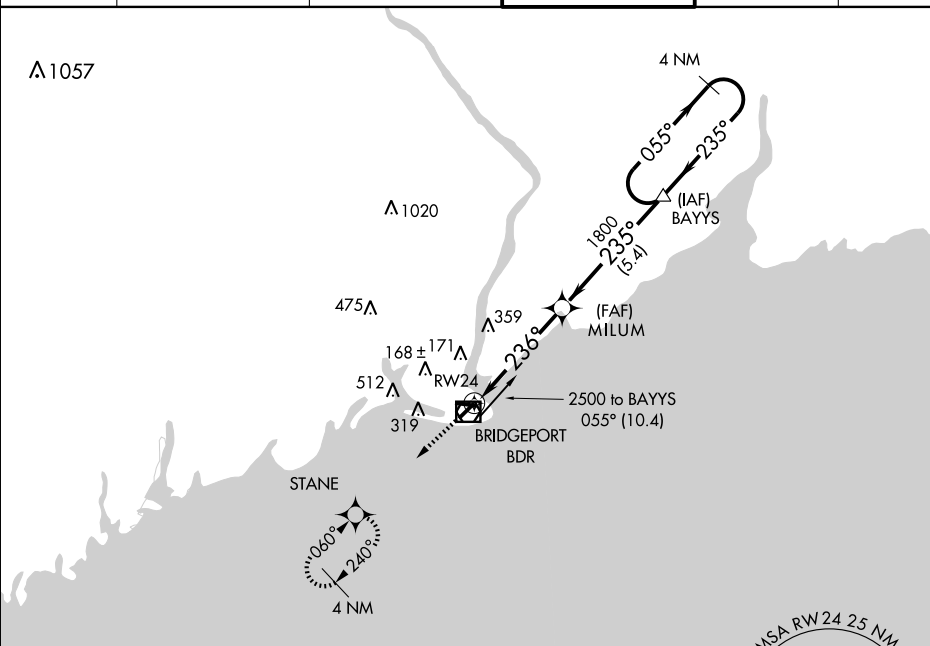
BRIDGEPORT/IGOR I. SIKORSKY MEMORIAL (BDR)

APP CRS <b>236°</b>	Rwy Idg TDZE Apt Elev	<b>4358</b> <b>8</b> <b>10</b>
------------------------	-----------------------------	--------------------------------------

<b>▽</b> <b>▲</b> NA	GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.	MISSED APPROACH: Climb to 1800 direct STANE WP and hold.
-------------------------	---	--

ATIS <b>119.15</b>	NEW YORK APP CON <b>124.075 343.65</b>	BRIDGEPORT RADIO <b>122.2</b>	BRIDGEPORT TOWER* <b>120.90</b> (CTAF) <b>257.8</b>	GND CON <b>121.75 257.8</b>	CINC DEL <b>121.75</b>
-----------------------	---	----------------------------------	--	--------------------------------	---------------------------

▲ 1057



REIL Rwy 6, 11, 24, and 29  
HIRL Rwy 6-24 and 11-29

	1800	STANE		4 NM Holding Pattern
	RW24	MILUM	BAYYS	055° → 2500 ← 235°
	236°	235°	055°	VGSI and descent angles not coincident.
	4.7 NM	5.4 NM		
CATEGORY	A	B	C	D
LNVA MDA	460 - 1	452 (500-1)	460 - 1½ 452 (500-1¼)	460 - 1½ 452 (500-1½)
CIRCLING	460 - 1 450 (500-1)	620 - 1 610 (700-1)	620 - 1¾ 610 (700-1¾)	820 - 2½ 810 (900-2½)

BRIDGEPORT, CONNECTICUT  
Orig 10098

BRIDGEPORT/IGOR I. SIKORSKY MEMORIAL (BDR)

41°10'N - 73°08'W

RNAV (GPS) RWY 24

NE-1, 26 AUG 2010 to 23 SEP 2010

NE-1, 26 AUG 2010 to 23 SEP 2010

APP CRS <b>291°</b>	Rwy Idg TDZE Apt Elev	<b>4397</b> <b>8</b> <b>10</b>
------------------------	-----------------------------	--------------------------------------

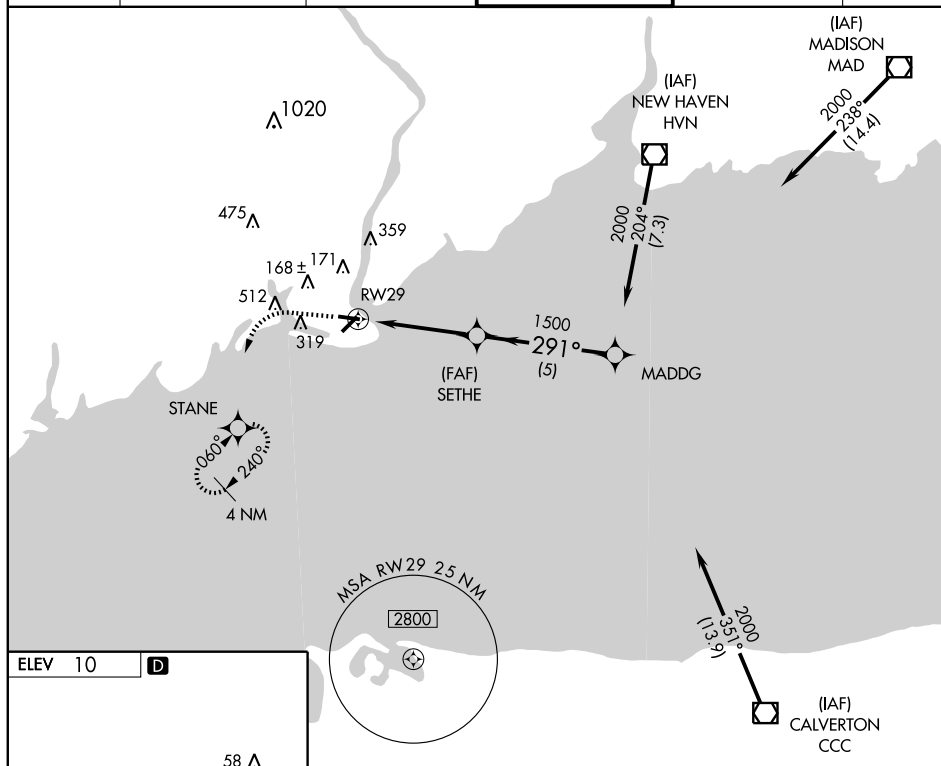
## RNAV (GPS) RWY 29

BRIDGEPORT/ IGOR I. SIKORSKY MEMORIAL (BDR)

▼ GPS or RNP-0.3 required.  
▲ NA DME/DME RNP-0.3 NA.

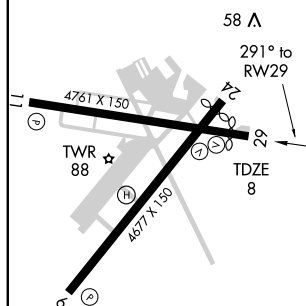
MISSED APPROACH: Climb to 500, then climbing left turn to 1800 direct STANE WP and hold.




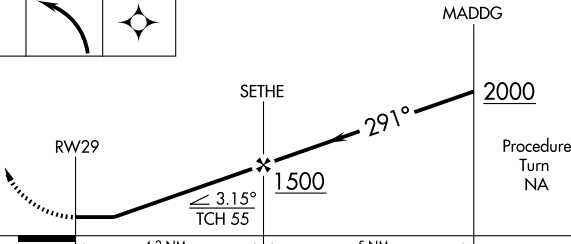
ATIS <b>119.15</b>	NEW YORK APP CON <b>124.075 343.65</b>	BRIDGEPORT RADIO <b>122.2</b>	BRIDGEPORT TOWER★ <b>120.9 0 (CTAF) 257.8</b>	GND CON <b>121.75 257.8</b>	CLNC DEL <b>121.75</b>
-----------------------	---	----------------------------------	--	--------------------------------	---------------------------



ELEV 10

D



500	1800	STANE		
				
				
CATEGORY	A	B	C	D
LNNAV MDA	380-1 372 (400-1)			380-1¼ 372 (400-1¼)
CIRCLING	420-1 410 (500-1)	620-1 610 (700-1)	620-1¾ 610 (700-1¾)	820-2 ½ 810 (900-2½)

REIL Rwy 6, 11, 24, and 29  
HIRL Rwy 6-24 and 11-29

BRIDGEPORT, CONNECTICUT

Orig 10098

BRIDGEPORT/ IGOR I. SIKORSKY MEMORIAL (BDR)

41°10'N - 73°08'W

RNAV (GPS) RWY 29

NE-1, 26 AUG 2010 to 23 SEP 2010

NE-1, 26 AUG 2010 to 23 SEP 2010



VOR/DME BDR Chan <b>25</b>	APP CRS <b>060°</b>	Rwy Idg TDZE <b>7</b> Apt Elev <b>10</b>
-------------------------------	------------------------	--

**VOR RWY 6**

BRIDGEPORT/IGOR I. SIKORSKY MEMORIAL (BDR)



MISSED APPROACH: Climb to 1800 via BDR-054 to MILUM Int/BDR 5 DME and hold.

ATIS  
**119.15**

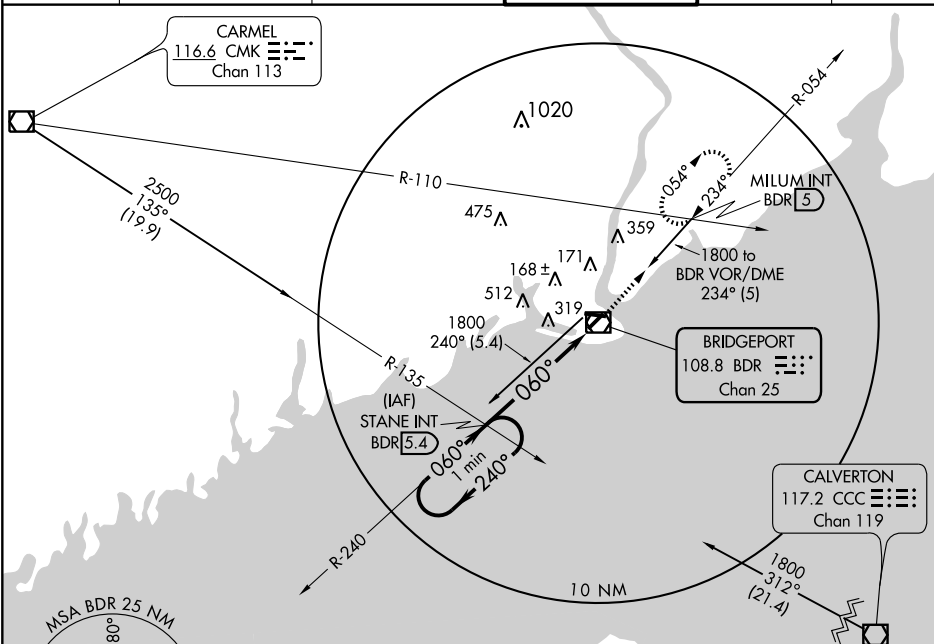
NEW YORK APP CON  
**124.075 343.65**

BRIDGEPORT RADIO  
**122.2**

BRIDGEPORT TOWER★  
**120.90 (CTAF) 257.8**

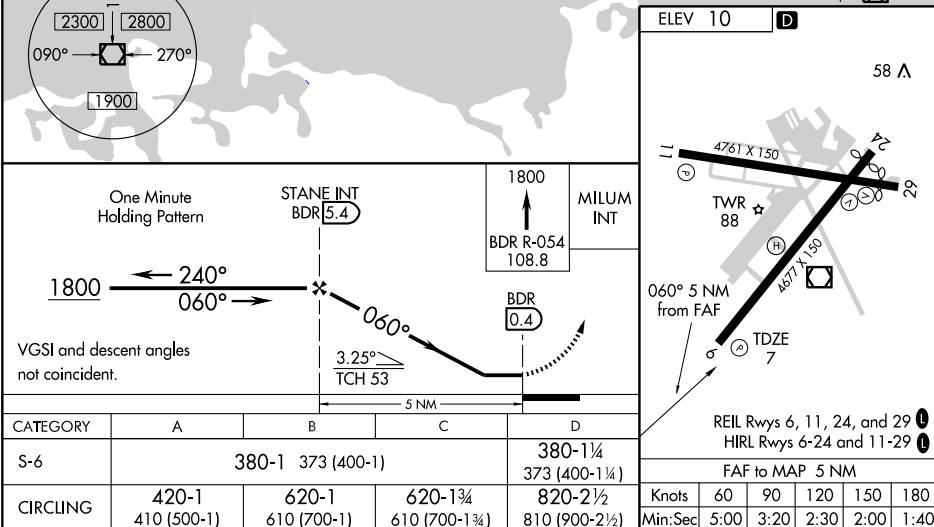
GND CON  
**121.75 257.8**

CLNC DEL  
**121.75**



NE-1, 26 AUG 2010 to 23 SEP 2010

NE-1, 26 AUG 2010 to 23 SEP 2010



BRIDGEPORT, CONNECTICUT

Amdt 21 10098

BRIDGEPORT/IGOR I. SIKORSKY MEMORIAL (BDR)

41°10'N - 73°08'W

**VOR RWY 6**

VOR/DME BDR <b>108.8</b> Chan <b>25</b>	APP CRS <b>234°</b>	Rwy Idg <b>4358</b> TDZE <b>8</b> Apt Elev <b>10</b>
---	------------------------	--

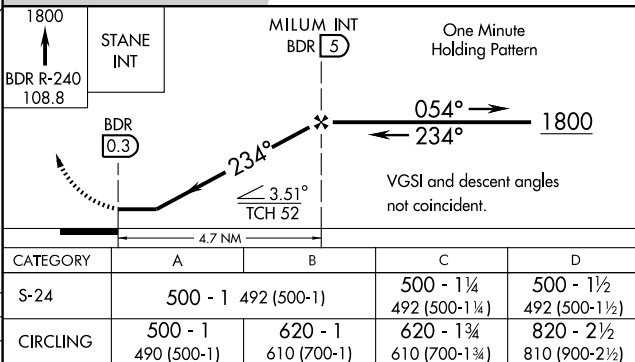
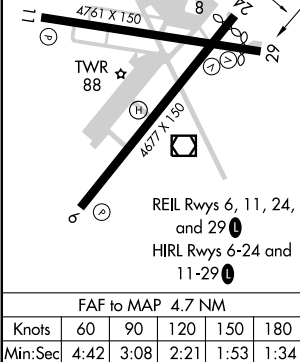
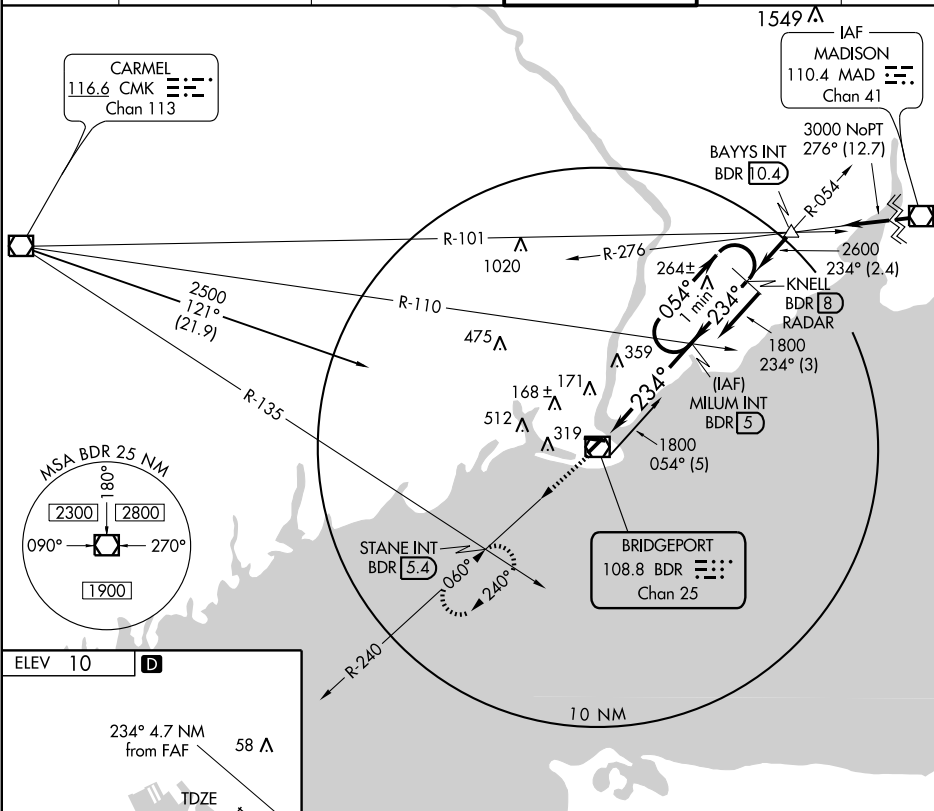
VOR RWY 24

BRIDGEPORT/IGOR I. SIKORSKY MEMORIAL (BDR)



MISSED APPROACH: Climb to 1800 via BDR R-240  
to STANE Int/BDR 5.4 DME and hold.

ATIS <b>119.15</b>	NEW YORK APP CON <b>124.075 343.65</b>	BRIDGEPORT RADIO <b>122.2</b>	BRIDGEPORT TOWER★ <b>120.9 0 (CTAF) 257.8</b>	GND CON <b>121.75 257.8</b>	CLNC DEL <b>121.75</b>
-----------------------	---	----------------------------------	--	--------------------------------	---------------------------



BRIDGEPORT, CONNECTICUT

Amdt 16 10098

BRIDGEPORT/IGOR I. SIKORSKY MEMORIAL (BDR)

41°10'N - 73°08'W

VOR RWY 24

NE-1, 26 AUG 2010 to 23 SEP 2010

NE-1, 26 AUG 2010 to 23 SEP 2010

VOR/DME BDR	APP CRS	Rwy ldg	4397
108.8	275°	TDZE	8
Chan 25		Apt Elev	10

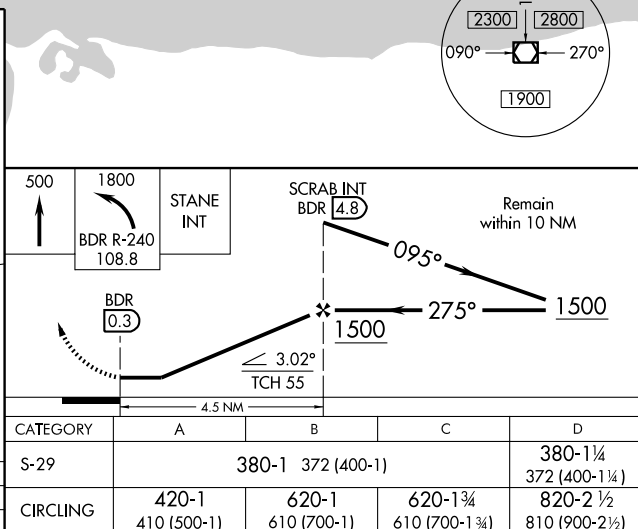
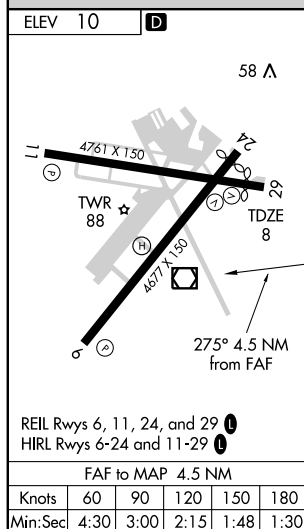
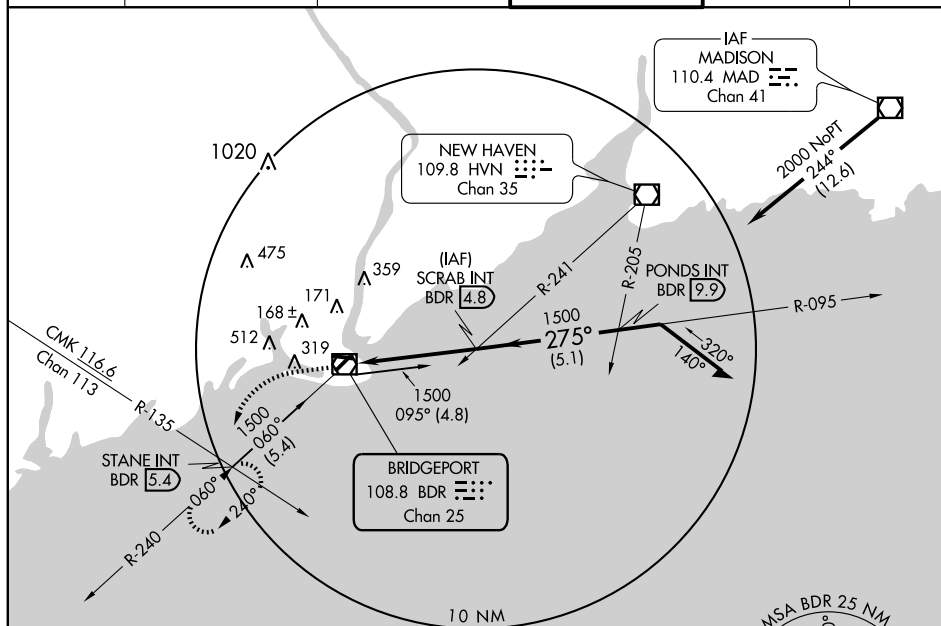
VOR RWY 29

BRIDGEPORT/IGOR I. SIKORSKY MEMORIAL (BDR)



MISSED APPROACH: Climb to 500, then climbing left turn to 1800 via BDR R-240 to STANE INT/BDR 5.4 and hold.

ATIS 119.15	NEW YORK APP CON 124.075 343.65	BRIDGEPORT RADIO 122.2	BRIDGEPORT TOWER★ 120.90 (CTAF) 257.8	GND CON 121.75 257.8	CLNC DEL 121.75
----------------	------------------------------------	---------------------------	--	-------------------------	--------------------



BRIDGEPORT, CONNECTICUT

Amdt 2 10098

BRIDGEPORT/IGOR I. SIKORSKY MEMORIAL (BDR)

41°10'N - 73°08'W

VOR RWY 29

NE-1, 26 AUG 2010 to 23 SEP 2010

NE-1, 26 AUG 2010 to 23 SEP 2010

**CANDLELIGHT HELIPORT** (See NEW MILFORD)**CHESTER** (SNC) 3 SW UTC-5(-4DT) N41°23.03' W72°30.35'

416 B S4 FUEL 100LL, JET A NOTAM FILE SNC

RWY 17-35: H2566X50 (ASPH) S-8.5 MIRL (NSTD) 0.5% up S

RWY 17: REIL. Thld dspcd 559'. Trees. RWY 35: REIL. Trees.

AIRPORT REMARKS: Attended Apr-Oct 1300-0100Z†, Nov-Mar

1300-2300Z†. Rwy 17 dspcd thld marked but not lgtd; dspcd thld 5 ft higher than end of rwy. Rotating beacon is clear strobe. Rwy 17-35 NSTD MIRL; no thld lgts.

WEATHER DATA SOURCES: AWOS-3 118.325 (860) 526-1551.

COMMUNICATIONS: CTAF/UNICOM 122.725

RCO 122.25 (BRIDGEPORT RADIO)

MADISON RCO 122.1R 110.4T (BRIDGEPORT RADIO)

® NEW YORK APP/DEP CON 124.075

RADIO AIDS TO NAVIGATION: NOTAM FILE BDR.

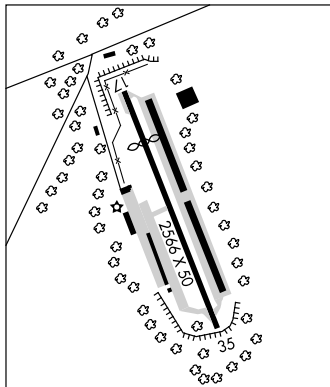
MADISON (L) VOR/DME 110.4 MAD Chan 41 N41°18.83'

W72°41.53' 076° 9.4 NM to fld. 220/13W.

NEW YORK

L-33C, 34I

IAP

**CLERA** N41°22.94' W73°06.75' NOTAM FILE BDL.

NDB (MHW) 362 JWE 004° 5.9 NM to Waterbury-Oxford.

**DANBURY MUNI** (DXR) 3 SW UTC-5(-4DT) N41°22.29' W73°28.93'

458 B S4 FUEL 100LL, JET A OX 4 TPA—See Remarks NOTAM FILE DXR

RWY 08-26: H4422X150 (ASPH-GRVD) S-38, D-70, 2S-90 MIRL

RWY 08: REIL. Thld dspcd 368'. Trees.

RWY 26: REIL. Thld dspcd 734'. Trees.

RWY 17-35: H3135X100 (ASPH) S-50, D-65, 2S-82

RWY 17: Thld dspcd 223'. Pole.

RWY 35: Thld dspcd 231'. Trees.

AIRPORT REMARKS: Attended 1200Z†-dusk. 24 hr self-serve fuel avbl.

Deer and birds on and in/ov arpt. Rwy 17-35 CLOSED ngts. Arpt

CLOSED to air carrier ops. Prohibited to ultralgt and unregistered

acft. Part 121 and 135 ops compute effective rwy lengths. All

others be aware remaining rwy length avbl after clearing

controlling obstruction. Rws 08 and 26 may be insufficient

depending on type acft. Intersection tkfs; stop and go tkfs not

authorized. Acft using Rwy 35 not visible from twr descending

below 1300 ft on base leg until approaching ½ mi final due to

natural terrain. TPA—1701(1243)—Jet acft 2201(1743). Noise

abatement procedures in effect ctc arpt manager 203-797-4624.

PPR 24 hours for unscheduled air carrier operations with more

than 30 passenger seats; call arpt manager 203-797-4624. PPR

for formation tkf/lgt; ctc arpt manager. Rotating bcn located one

mile S of arpt on top of a hill. ACTIVATE MIRL Rwy 08-26 and REIL Rwy 08 and Rwy 26 when twr clsd-119.4.

WEATHER DATA SOURCES: ASOS 127.75 (1200-0300Z†) (203) 791-8227. LAWRS.

COMMUNICATIONS: CTAF 119.4 ATIS 127.75 UNICOM 122.95

® NEW YORK APP/DEP CON 126.4 CLNC DEL 128.6 (When DXR twr clsd.)

TOWER 119.4 (1200-0300Z†) GND CON 121.6

AIRSPACE: CLASS D svc 1200-0300Z† other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE ISP.

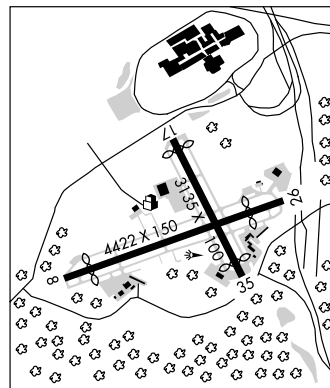
CARMEL (L) VORW/DME 116.6 CMK Chan 113 N41°16.80' W73°34.88' 051° 7.1 NM to fld. 690/12W.

ILS/DME 111.55 I-DXR Chan 52Y Rwy 08. Localizer only. LOC unmonitored when twr clsd. LOC offset angle 3°. Unusable byd 20° rgt side of course. DME unusable byd 10 NM byd 5° right of course, and 12° left

NEW YORK

L-33B, 34I

IAP, AD



APP CRS	Rwy Idg	<b>2007</b>
<b>174°</b>	TDZE	<b>416</b>
	Apt Elev	<b>416</b>

# RNAV (GPS) RWY 17

CHESTER (SNC)

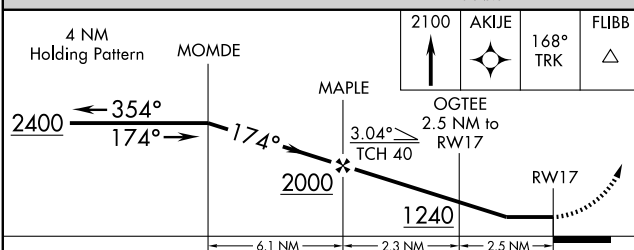
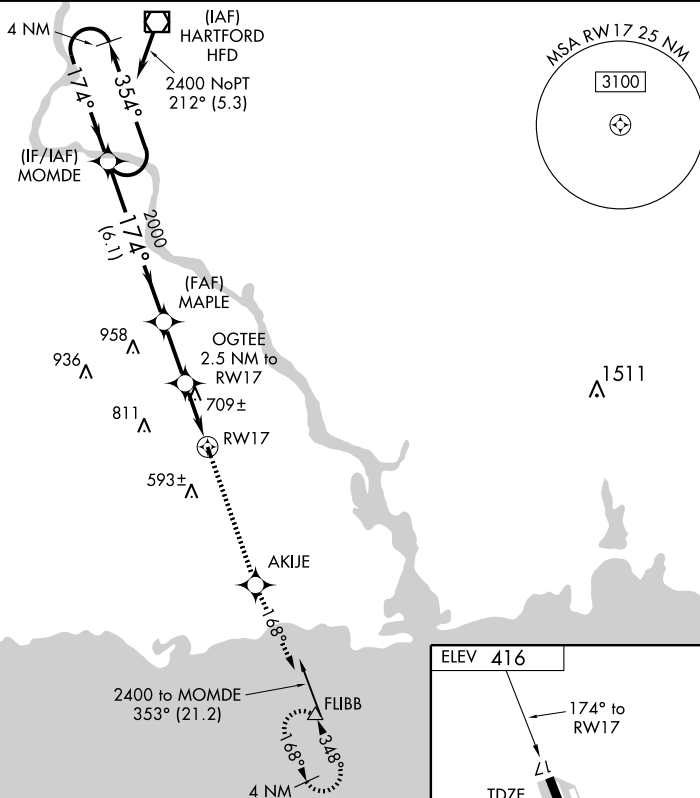
**Δ** DME/DME RNP-0.3 NA. Procedure NA at night except by prior arrangement for runway lights.  
 Visibility reduction by helicopters NA. When local altimeter setting not received, use Meriden altimeter setting and increase all MDA 100 feet.

**MISSED APPROACH:** Climb to 2100 direct AKIJE and via track 168° to FLIBB and hold.

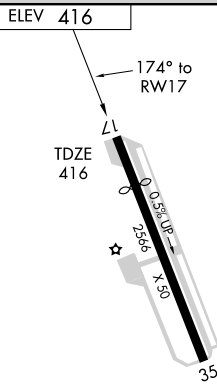
AWOS-3  
**118.325**

NEW YORK APP CON  
**124.075 343.65**

UNICOM  
**122.725 (CTAF)**



CATEGORY	A	B	C	D
RNAV MDA	960-1	544 (600-1)	NA	NA
CIRCLING	960-1	544 (600-1)	NA	NA



REIL Rwy 17 and 35  
 MRL Rwy 17-35

APP CRS <b>354°</b>	Rwy ldg <b>2566</b>
	TDZE <b>416</b>
	Apt Elev <b>416</b>

# RNAV (GPS) RWY 35

CHESTER (SNC)

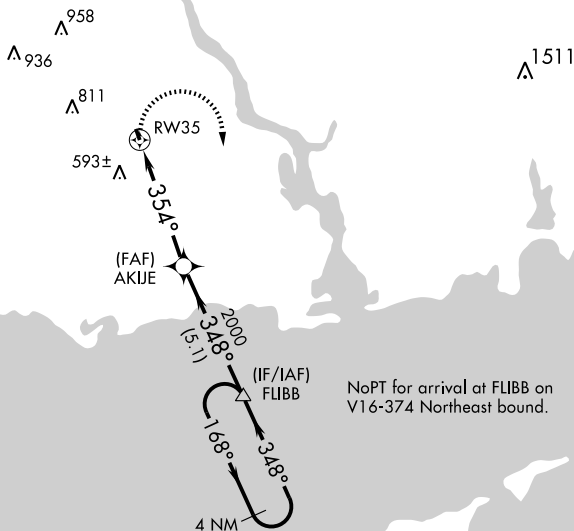
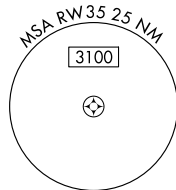
**A** DME/DME RNP-0.3 NA. Procedure NA at night except by prior arrangement for runway lights. Visibility reduction by helicopters NA. When local altimeter setting not received, use Meriden altimeter setting and increase all MDA 100 feet.

MISSED APPROACH: Climbing right turn to 2100 direct FLIBB and hold.

AWOS-3  
**118.325**

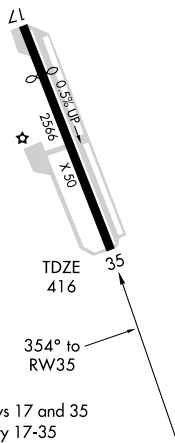
NEW YORK APP CON  
**124.075 343.65**

UNICOM  
**122.725 (CTAF)**



NoPT for arrival at FLIBB on V16-374 Northeast bound.

ELEV 416



REIL Rwy 17 and 35  
MRL Rwy 17-35

2100	FLIBB	4 NM Holding Pattern			
		AKIJE	FLIBB		
		RW35	2000	2100	
		354°	348°	168°	348°
		4.8 NM	5.1 NM		
CATEGORY	A	B	C	D	
LNAV MDA	820-1	404 (500-1)	NA		
CIRCLING	920-1	504 (600-1)	NA		

VOR/DME MAD <b>110.4</b> Chan <b>41</b>	APP CRS <b>076°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>416</b>
---	------------------------	-----------------------------	--

**VOR-A**  
CHESTER(SNC)

**A** Procedure NA at night except by prior arrangement for runway lights.  
When local altimeter setting not received, use Meriden altimeter setting  
and increase all MDA 100 feet.

MISSED APPROACH: Climbing right turn to 2100 direct MAD VOR/DME and hold.

AWOS-3  
**118.325**

NEW YORK APP CON  
**124.075 343.65**

UNICOM  
**122.725** (CTAF)

**A** 1749

NoPT for arrival on MAD VOR/DME  
airway radials 235 CW 317.

IF/IAF  
MADISON  
110.4 MAD  
Chan 41

ALCAR INT  
MAD **5**

2000  
**076°**  
(5)

MACOB  
MAD **9.4**

MSA MAD 25 NM

100° — 280°  
3100  
2100

10 NM

ELEV 416

One Minute  
Holding Pattern

VOR/DME

ALCAR INT  
MAD **5**

2100  
MAD  
**110.4**

076° 4.4 NM  
from FAF

MACOB  
MAD **9.4**

5 NM 4.4 NM

REIL Rws 17 and 35  
MIRL Rwy 17-35

CATEGORY	A	B	C	D
CIRCLING	960-1	544 (600-1)	NA	NA

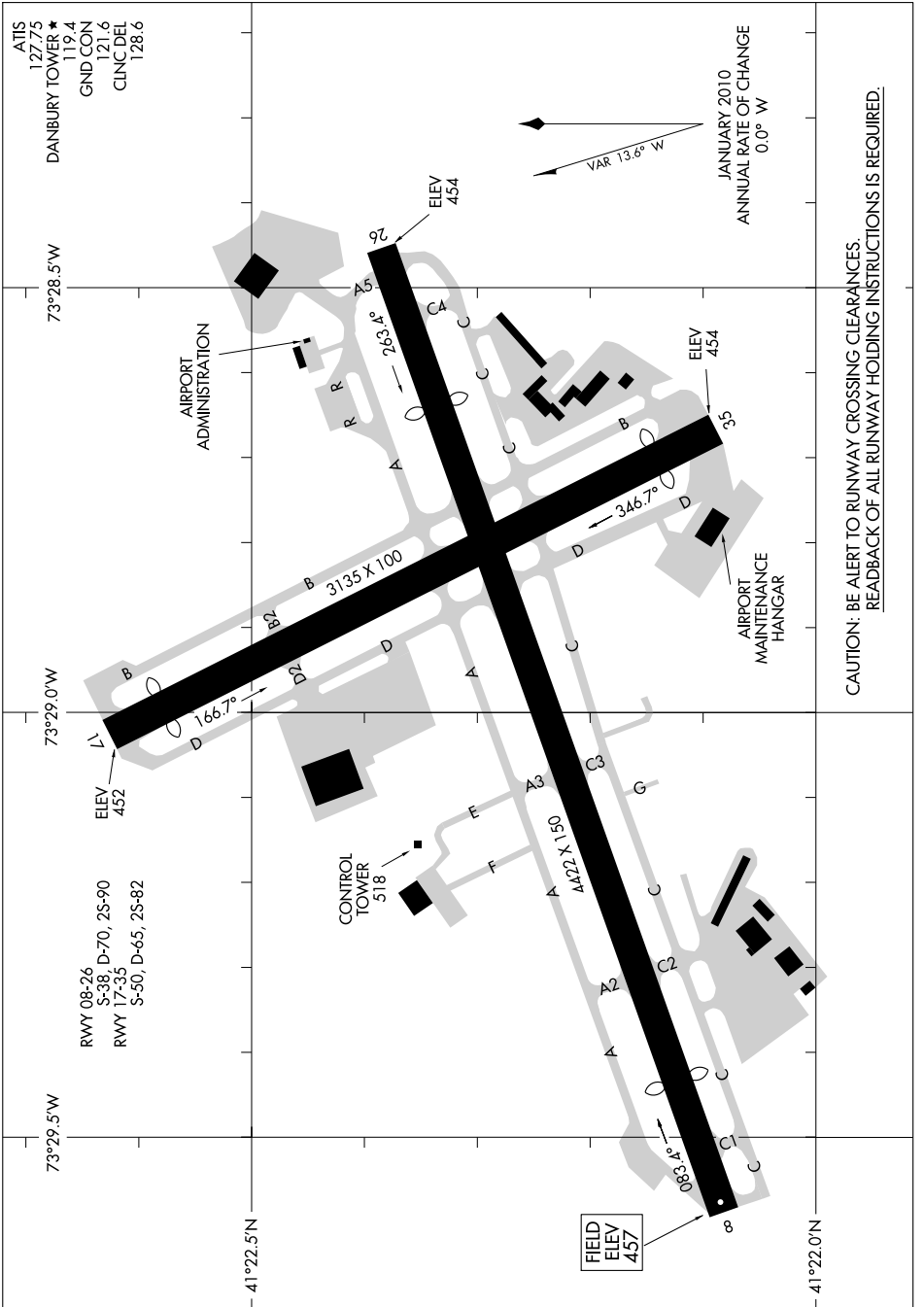
FAF to MAP 4.4 NM					
Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

10210  
**AIRPORT DIAGRAM**

AL-5272 (FAA)

DANBURY MUNI (DXR)  
DANBURY, CONNECTICUT

NE-1, 26 AUG 2010 to 23 SEP 2010



CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.  
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

NE-1, 26 AUG 2010 to 23 SEP 2010



**CANDLELIGHT HELIPORT** (See NEW MILFORD)**CHESTER** (SNC) 3 SW UTC-5(-4DT) N41°23.03' W72°30.35'

416 B S4 FUEL 100LL, JET A NOTAM FILE SNC

RWY 17-35: H2566X50 (ASPH) S-8.5 MIRL (NSTD) 0.5% up S

RWY 17: REIL. Thld dspcd 559'. Trees. RWY 35: REIL. Trees.

**AIRPORT REMARKS:** Attended Apr-Oct 1300-0100Z†, Nov-Mar

1300-2300Z†. Rwy 17 dspcd thld marked but not lgtd; dspcd thld 5 ft higher than end of rwy. Rotating beacon is clear strobe. Rwy 17-35 NSTD MIRL; no thld lgts.

**WEATHER DATA SOURCES:** AWOS-3 118.325 (860) 526-1551.**COMMUNICATIONS:** CTAF/UNICOM 122.725

RCO 122.25 (BRIDGEPORT RADIO)

MADISON RCO 122.1R 110.4T (BRIDGEPORT RADIO)

® NEW YORK APP/DEP CON 124.075

**RADIO AIDS TO NAVIGATION:** NOTAM FILE BDR.

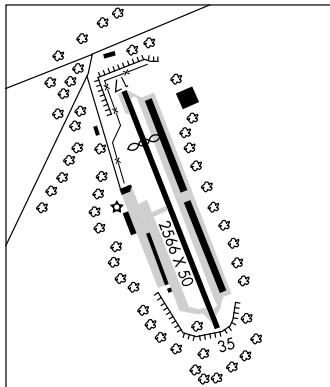
MADISON (L) VOR/DME 110.4 MAD Chan 41 N41°18.83'

W72°41.53' 076° 9.4 NM to fld. 220/13W.

NEW YORK

L-33C, 34I

IAP

**CLERA** N41°22.94' W73°06.75' NOTAM FILE BDL.

NDB (MHW) 362 JWE 004° 5.9 NM to Waterbury-Oxford.

**DANBURY MUNI** (DXR) 3 SW UTC-5(-4DT) N41°22.29' W73°28.93'

458 B S4 FUEL 100LL, JET A OX 4 TPA—See Remarks NOTAM FILE DXR

RWY 08-26: H4422X150 (ASPH-GRVD) S-38, D-70, 2S-90 MIRL

RWY 08: REIL. Thld dspcd 368'. Trees.

RWY 26: REIL. Thld dspcd 734'. Trees.

RWY 17-35: H3135X100 (ASPH) S-50, D-65, 2S-82

RWY 17: Thld dspcd 223'. Pole.

RWY 35: Thld dspcd 231'. Trees.

**AIRPORT REMARKS:** Attended 1200Z†-dusk. 24 hr self-serve fuel avbl.

Deer and birds on and in/ovf arpt. Rwy 17-35 CLOSED ngts. Arpt CLOSED to air carrier ops. Prohibited to ultralgt and unregistered acft. Part 121 and 135 ops compute effective rwy lengths. All

others be aware remaining rwy length avbl after clearing controlling obstruction. Rws 08 and 26 may be insufficient depending on type acft. Intersection tkfs; stop and go tkfs not

authorized. Acft using Rwy 35 not visible from twr descending below 1300 ft on base leg until approaching ½ mi final due to

natural terrain. TPA—1701(1243)—Jet acft 2201(1743). Noise abatement procedures in effect ctc arpt manager 203-797-4624.

PPR 24 hours for unscheduled air carrier operations with more than 30 passenger seats; call arpt manager 203-797-4624. PPR

for formation tkf/lgt; ctc arpt manager. Rotating bcn located one mile S of arpt on top of a hill. ACTIVATE MIRL Rwy 08-26 and REIL Rwy 08 and Rwy 26 when twr clsd-119.4.

**WEATHER DATA SOURCES:** ASOS 127.75 (1200-0300Z†) (203) 791-8227. LAWRS.**COMMUNICATIONS:** CTAF 119.4 ATIS 127.75 UNICOM 122.95

® NEW YORK APP/DEP CON 126.4 CLNC DEL 128.6 (When DXR twr clsd.)

TOWER 119.4 (1200-0300Z†) GND CON 121.6

**AIRSPACE:** CLASS D svc 1200-0300Z† other times CLASS G.**RADIO AIDS TO NAVIGATION:** NOTAM FILE ISP.

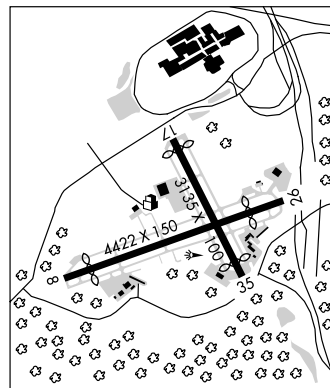
CARMEL (L) VORW/DME 116.6 CMK Chan 113 N41°16.80' W73°34.88' 051° 7.1 NM to fld. 690/12W.

ILS/DME 111.55 I-DXR Chan 52Y Rwy 08. Localizer only. LOC unmonitored when twr clsd. LOC offset angle 3°. Unusable byd 20° rgt side of course. DME unusable byd 10 NM byd 5° right of course, and 12° left

NEW YORK

L-33B, 34I

IAP, AD



APP CRS	Rwy ldg	<b>4054</b>
<b>084°</b>	TDZE	<b>457</b>
	Apt Elev	<b>458</b>

# GPS RWY 8

DANBURY MUNI (DXR)



Circling not authorized south of Rwy 8-26.  
Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing left turn to 3000 direct ANDLE and hold, continue climb-in-hold to 3000.

ATIS  
**127.75**

NEW YORK APP CON  
**126.4 257.65**

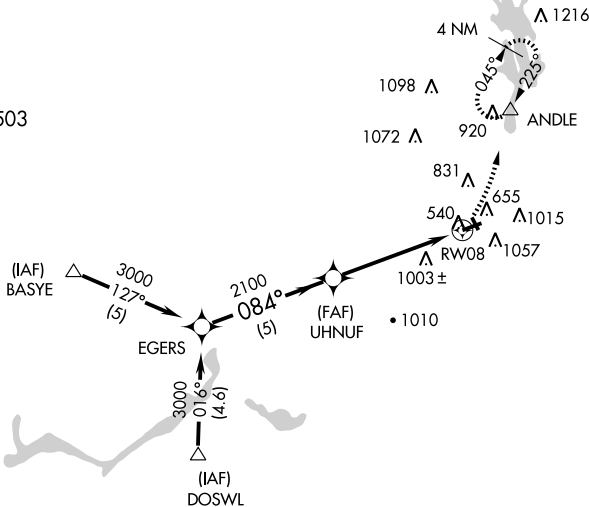
DANBURY TOWER ★  
**119.4 0** (CTAF)

GND CON  
**121.6**

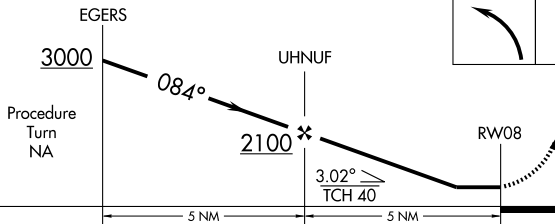
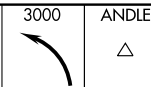
CLNC DEL  
**128.6**

UNICOM  
**122.95**

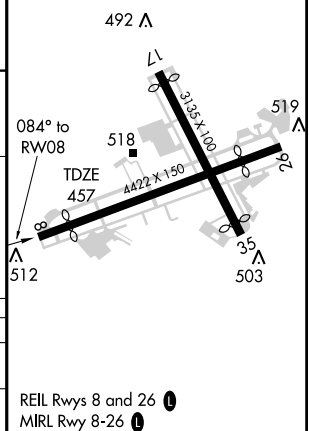
△ 1503



ELEV 458



CATEGORY	A	B	C	D
S-8	1260-1 803 (900-1)	1260-1¼ 803 (900-1¼)	1260-2¼ 803 (900-2¼)	1260-2½ 803 (900-2½)
CIRCLING	1380-1¼ 922 (1000-1¼)	1380-2¾ 922 (1000-2¾)	1380-3 922 (1000-3)	1380-3 922 (1000-3)



LOC/DME I-DXR <b>111.55</b> Chan <b>52</b> (Y)	APP CRS <b>087°</b>	Rwy Idg TDZE Apt Elev <b>458</b>
--	------------------------	--

**LOC RWY 8**  
DANBURY MUNI (DXR)

▼ Circling NA south of Rwy 8-26. When local altimeter setting not received, use Waterbury-Oxford altimeter setting and increase all MDA 80 feet, and increase visibility Cat B to 1½ and Cat C to 3. Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing left turn to 3000 via CMK R-043 to ANDLE Int/CMK 11.2 DME and hold, continue climb-in-hold to 3000.

ATIS  
**127.75**

NEW YORK APP CON  
**126.4 257.65**

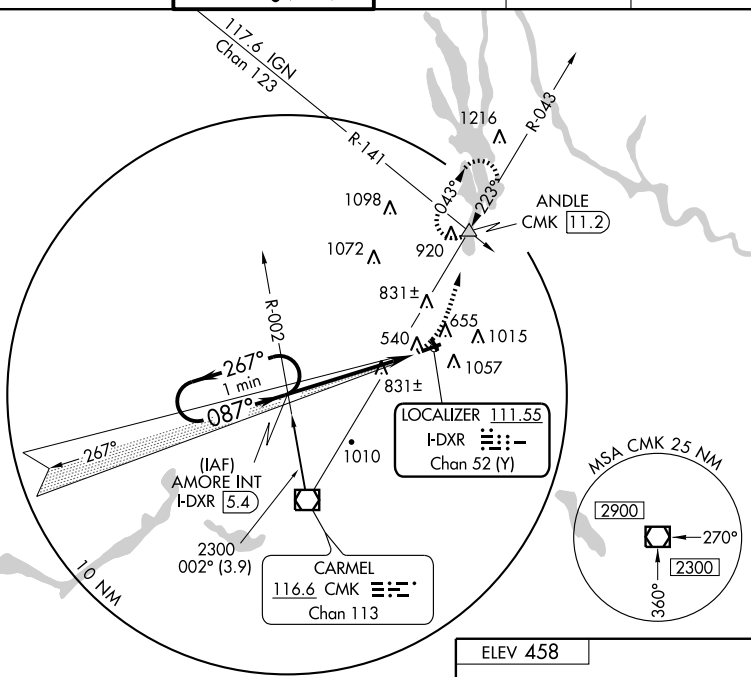
DANBURY TOWER ★  
**119.4 0** (CTAF)

GND CON  
**121.6**

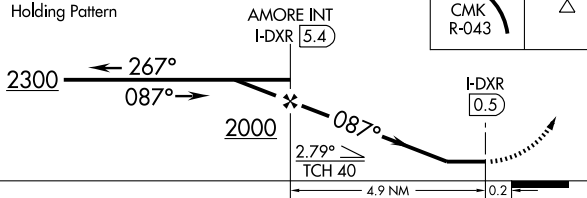
CLNC DEL  
**128.6**

UNICOM  
**122.95**

△ 1745

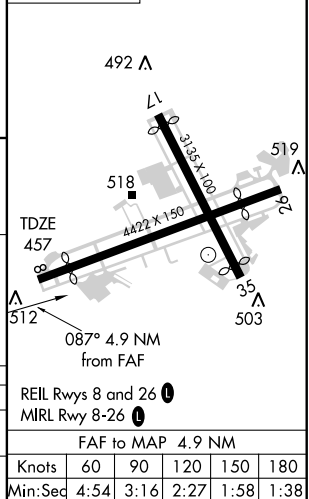


One Minute  
Holding Pattern



CATEGORY	A	B	C	D
S-8	1100-1	643 (700-1)	1100-1¾ 643 (700-1¾)	1100-2 643 (700-2)
CIRCLING	1380-1¾	922 (1000-1¾)	1380-2¾ 922 (1000-2¾)	1380-3 922 (1000-3)

ELEV 458

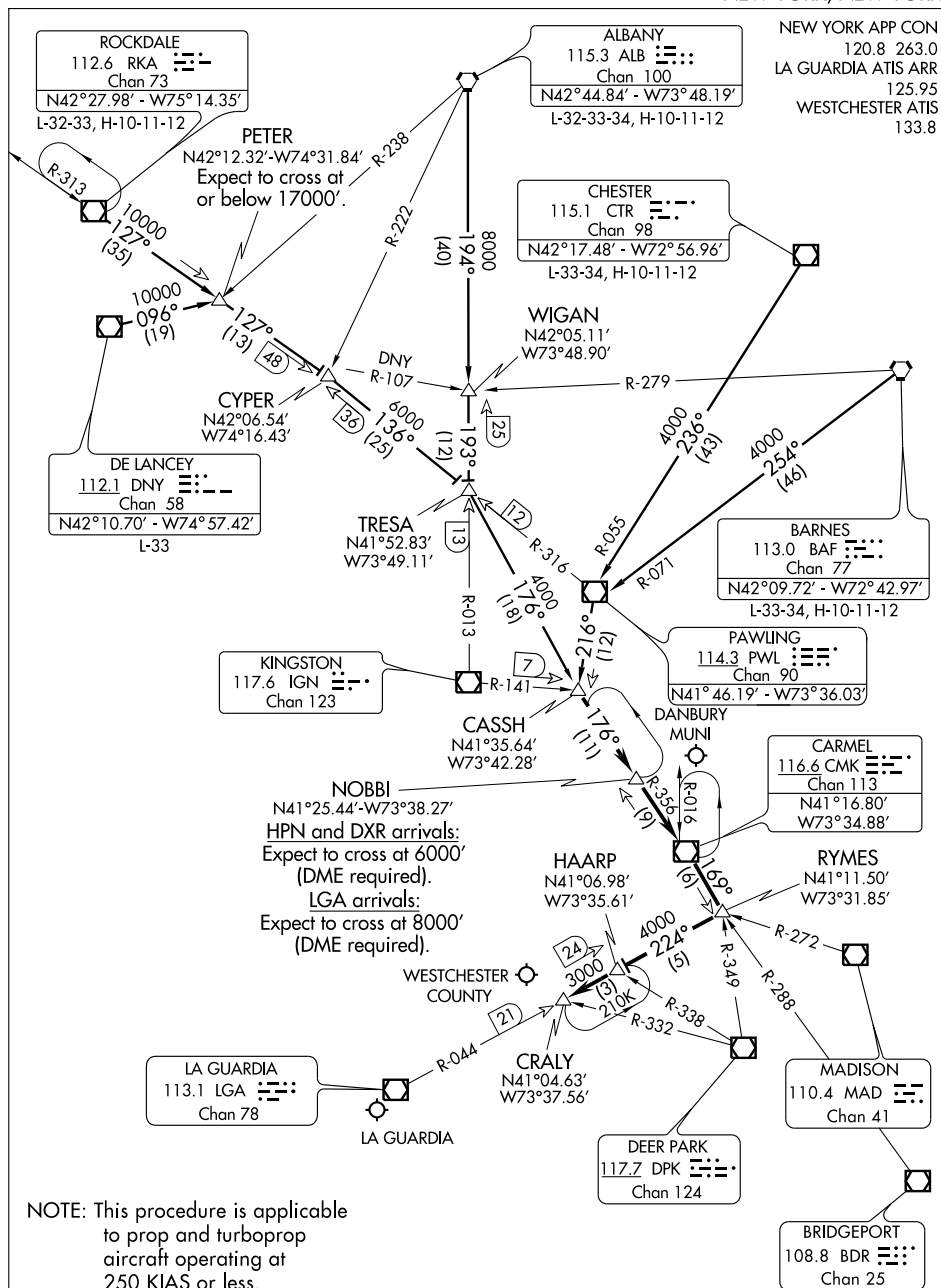


REIL Rwy 8 and 26  
MRL Rwy 8-26

FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

## NOBBI FIVE ARRIVAL

NEW YORK, NEW YORK



(NARRATIVE ON FOLLOWING PAGE)

## NOBBI FIVE ARRIVAL

NEW YORK, NEW YORK

## ARRIVAL ROUTE DESCRIPTION

ALBANY TRANSITION (ALB.NOBB15): From over ALB VORTAC via ALB R-194 to WIGAN INT, then via IGN R-013 to TRESA INT, then via CMK R-356 to CASSH INT. Thence. . . .

BARNES TRANSITION (BAF.NOBB15): From over BAF VORTAC via BAF R-254 and PWL R-071 to PWL VOR/DME, then via PWL R-216 to CASSH INT. Thence. . . .

CHESTER TRANSITION (CTR.NOBB15): From over CTR VOR/DME via CTR R-236 and PWL R-055 to PWL VOR/DME, then via PWL R-216 to CASSH INT. Thence. . . .

DE LANCEY TRANSITION (DNY.NOBB15): From over DNY VOR/DME via DNY R-096 to PETER INT, then via RKA R-127 to CYPER INT, then via PWL R-316 to TRESA INT, then via CMK R-356 to CASSH INT. Thence. . . .

ROCKDALE TRANSITION (RKA.NOBB15): From over RKA VOR/DME via RKA R-127 to CYPER INT, then via PWL R-316 to TRESA INT, then via CMK R-356 to CASSH INT. Thence. . . .

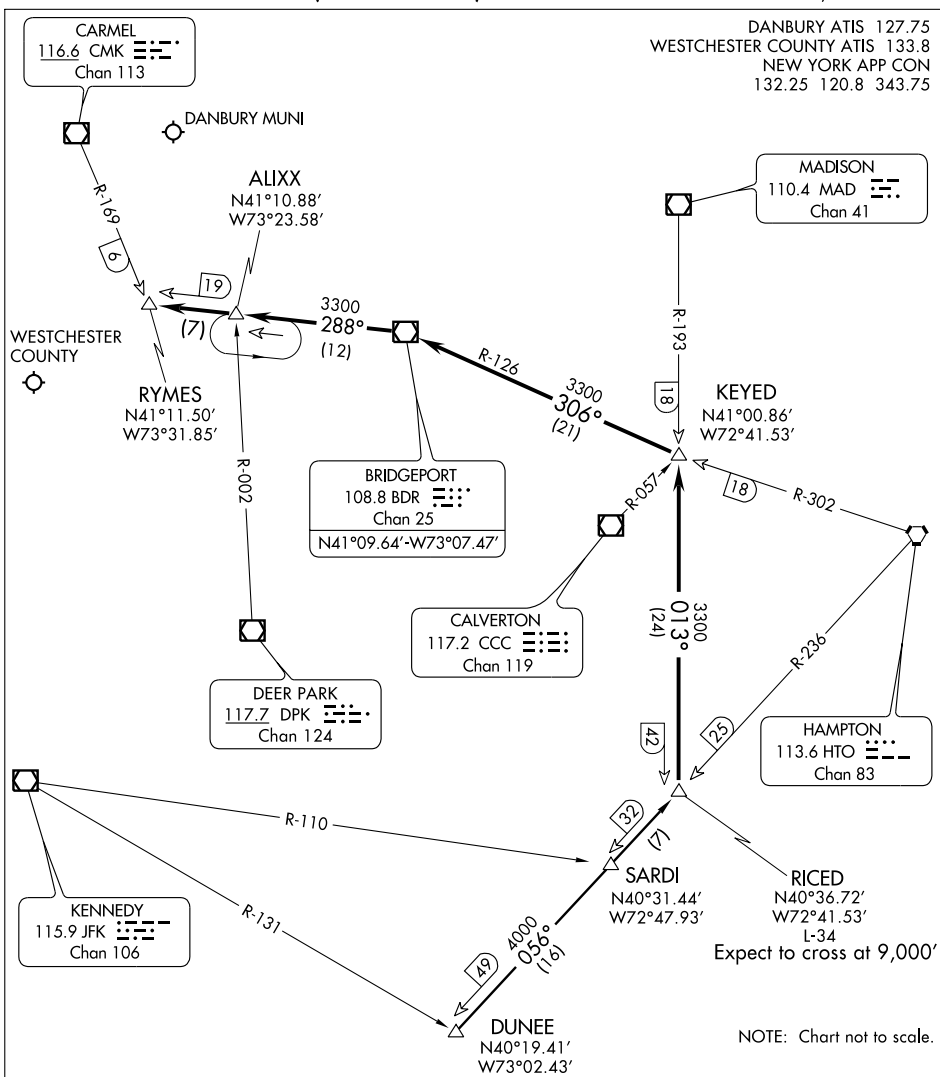
. . . .From over CASSH INT via CMK R-356 to CMK VOR/DME, then via CMK R-169 to RYMES INT, then via LGA VOR/DME R-044 to HAARP INT to CRALY INT. Expect radar vectors to final approach course.

NE-2, 26 AUG 2010 to 23 SEP 2010

NE-2, 26 AUG 2010 to 23 SEP 2010

## RICED FOUR ARRIVAL (RICED.RICED4)

WHITE PLAINS, NEW YORK



NE-2, 26 AUG 2010 to 23 SEP 2010

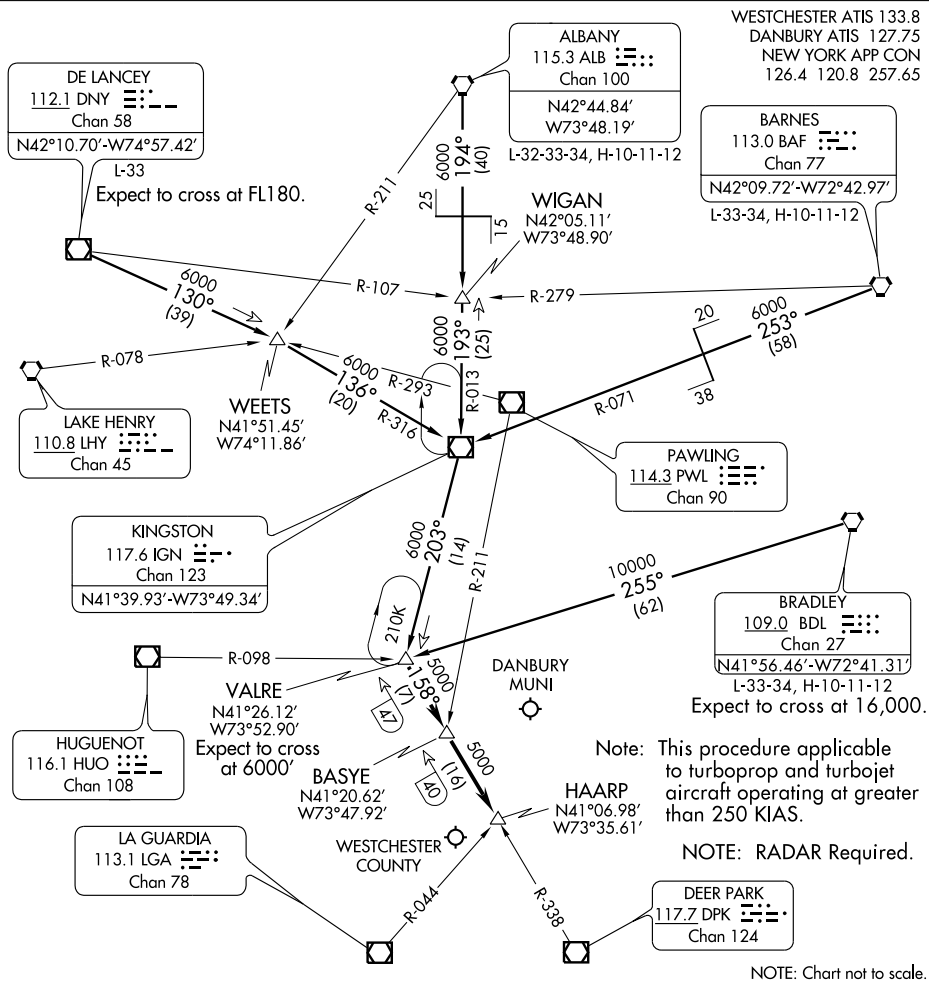
NE-2, 26 AUG 2010 to 23 SEP 2010

## RICED FOUR ARRIVAL (RICED.RICED4)

WHITE PLAINS, NEW YORK

## VALRE THREE ARRIVAL

WHITE PLAINS, NEW YORK



## ARRIVAL ROUTE DESCRIPTION

**ALBANY TRANSITION (ALB.VALRE3):** From over ALB VORTAC via ALB R-194 to WIGAN INT, then via IGN R-013 to IGN VOR/DME, then via IGN R-203 to VALRE INT. Thence. . .

**BARNES TRANSITION (BAF.VALRE3):** From over BAF VORTAC via BAF R-253 and IGN R-071 to IGN VOR/DME, then via IGN R-203 to VALRE INT. Thence. . .

**BRADLEY TRANSITION (BDL.VALRE3):** From over BDL VORTAC via BDL R-255 to VALRE INT. Thence. . .

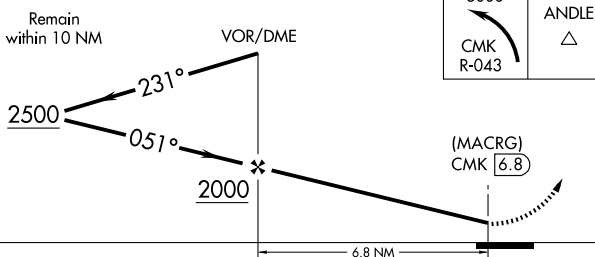
**DE LANCEY TRANSITION (DNY.VALRE3):** From over DNY VOR/DME via DNY R-130 to WEETS INT, then via IGN R-316 to IGN VOR/DME, then via IGN R-203 to VALRE INT. Thence. . .

. . . From over VALRE INT via DPK VOR/DME R-338 to HAARP INT. Expect radar vectors to final approach course.

# VOR or GPS-A

## DANBURY MUNI (DXR)

**MISSED APPROACH:** Climbing left turn to 3000 via CMK  
VOR/DME R-043 to ANDLE INT/CMK 11.2 DME and hold.

[illegible]

CATEGORY	A	B	C	D	FAF to MAP 6.8 NM					
CIRCLING	1380-1¼ 922 (1000-1¼)		1380-2¾ 922 (1000-2¾)	1380-3 922 (1000-3)	Knots	60	90	120	150	180
					Min:Sec	6:48	4:32	3:24	2:43	2:16

NE-1. 26 AUG 2010 to 23 SEP 2010



**GOODSPEED** (See EAST HADDAM)

VOR/DME PUT <b>117.4</b> Chan <b>121</b>	APP CRS <b>211°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>238</b>
--	------------------------	-----------------------------	--

**VOR-A**  
DANIELSON (LZD)

**NA** When local altimeter setting not received,  
use Willimantic altimeter setting.

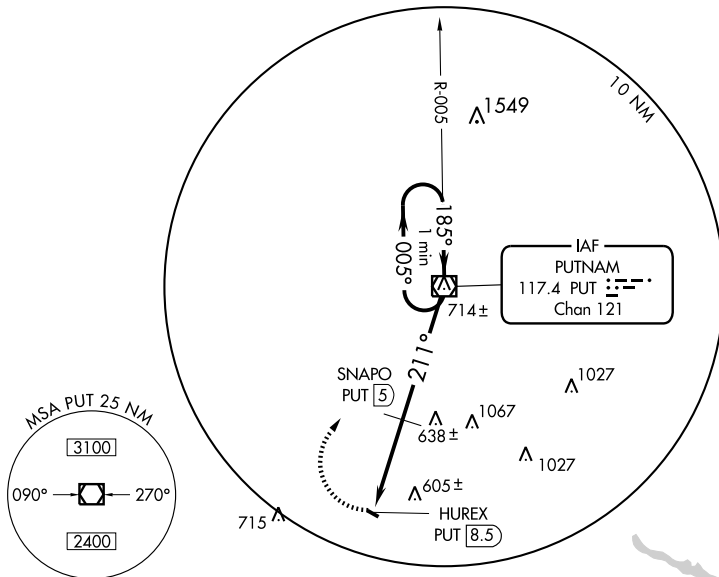
MISSED APPROACH: Climbing right turn  
to 2600 direct PUT VOR/DME and hold.

AWOS-3  
**119.125**

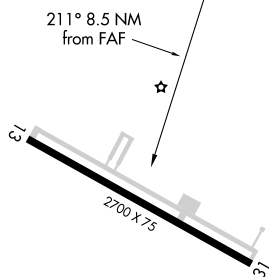
WILLIMANTIC ASOS  
**133.675**

PROVIDENCE APP CON ★  
**135.4 244.875**

UNICOM  
**123.0** (CTAF) **0**



ELEV 238



REIL Rwy 31 **0**  
MIRL Rwy 13-31 **0**

FAF to MAP 8.5 NM

Knots	60	90	120	150	180
Min:Sec	8:30	5:40	4:15	3:24	2:50

2600	PUT  117.4	SNAPO PUT (5)	VOR/DME	One Minute Holding Pattern
	HUREX PUT (8.5)	211°	005° → ← 185°	2600
	3.5 NM	5 NM		
CATEGORY	A	B	C	D
CIRCLING	1120-1¼	882 (900-1¼)		NA
SNAPO FIX MINIMUMS				
CIRCLING	900-1 662 (700-1)	980-1¼ 742 (800-1¼)		NA

DANIELSON, CONNECTICUT

Amdt 6D 17DEC09

DANIELSON (LZD)

**VOR-A**

41°49'N - 71°54'W

NE-1, 26 AUG 2010 to 23 SEP 2010

NE-1, 26 AUG 2010 to 23 SEP 2010

10210

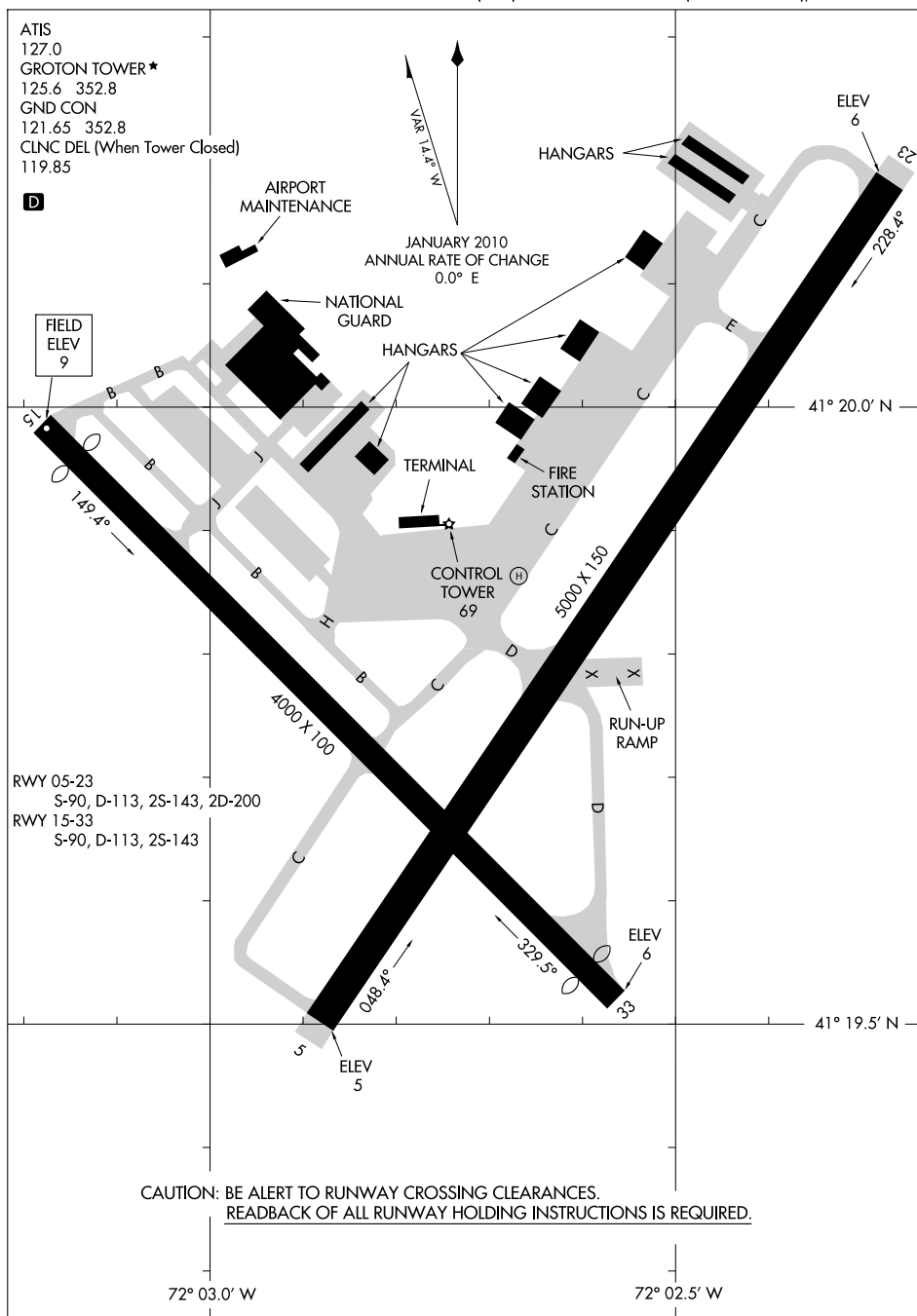
## AIRPORT DIAGRAM

AL-5049 (FAA)

GROTON-NEW LONDON (GON)  
GROTON (NEW LONDON), CONNECTICUT

NE-1, 26 AUG 2010 to 23 SEP 2010

NE-1, 26 AUG 2010 to 23 SEP 2010



## AIRPORT DIAGRAM

10210

GROTON (NEW LONDON), CONNECTICUT  
GROTON-NEW LONDON (GON)

**GROTON (NEW LONDON)****GROTON-NEW LONDON**

(GON) 3 SE UTC-5(-4DT) N41°19.80' W72°02.71'

9 B S4 FUEL 100LL, JET A OX 1, 2, 3, 4 TPA—(See Remarks) LRA

Class IV, ARFF Index A NOTAM FILE GON

RWY 05-23: H5000X150 (ASPH-GRVD) S-90, D-113, 2S-143

2D-200 HIRL

RWY 05: MALSR. PAPI (P4L)—GA 3.0° TCH 42'. Trees.

RWY 23: REIL. VASI(V4L)—GA 3.0° TCH 50'. Tree.

RWY 15-33: H4000X100 (ASPH-GRVD) S-90, D-113, 2S-143

HIRL

RWY 15: Thld dspcd 307'. Tree/Railroad.

RWY 33: REIL. PAPI(P4L)—GA 3.75° TCH 34'. Thld dspcd 205'.

Trees.

**RUNWAY DECLARED DISTANCE INFORMATION:**

RWY 15: TORA-4000 TODA-4000 ASDA-3798 LDA-3491

RWY 33: TORA-4000 TODA-4125 ASDA-3871 LDA-3666

**AIRPORT REMARKS:** Attended 1100-0200Z†. For fuel after hrs call 24

hrs in advance 860-449-1400 or 446-8621. Self-svc 100LL avbl 24 hrs. CLOSED to unscheduled air carrier ops with more than 30 passenger seats except 48 hr PPR call arpt manager 860-625-0375. No touch and go ops are permitted between 0300-1100Z†. Practice apchs/full-stop/touch and go landings prohibited by pure jets acft and acft weighing 12,500 pounds and over except by written approval from the Connecticut State Bureau of Aviation and Ports. Deer, birds and waterfowl on and in/ov arpt. TPA 1009 (1000) lgt acft; 1509 (1500) turbojet and all turbine powered acft. No acft parking in arpt security zone on main ramp without prior authorization. Noise abatement procedures in effect are as follows: Rwy 05: Turn left heading 020° until reaching 1000', then on course; Rwy 23: Turn left heading 210° until reaching 1000', then on course; Rwy 33: Fly rwy heading until reaching 1000', then on course. Terminal aerodrome forecast svc avbl. When twr clsd ACTIVATE HIRL Rwy 05-23 and 15-33; MALSR Rwy 05—CTAF. Ldg fee for business, corporate and revenue producing acft. Flight Notification Service (ADCUS) available. U.S. Customs svc avbl with 6 hr PPR call Mon-Fri 1300-2100Z† on 203-773-2040 (or toll free in the U.S. 1-800-973-2867) and from Canada 407-975-1740. Call before 2000Z† on Friday for weekend or holiday svc requests. Transient pilots at general aviation ramp exit and re-enter arpt via pilot pedestrian gate adjacent to main terminal with posted gate lock combination. This gate is lgtd with electronic surveillance 24 hrs a day.

**WEATHER DATA SOURCES:** ASOS (860) 449-8921. LAWRS.

**COMMUNICATIONS:** CTAF 125.6 ATIS 127.0

RCO 122.1R 110.85T (BRIDGEPORT RADIO)

Ⓡ **PROVIDENCE APP/DEP CON** 125.75 (1045-0500Z†) **CLNC DEL** 119.85 (0300-0500Z† and 1100-1200Z†)

**BOSTON CENTER APP/DEP CON** 124.85 (0500-1045Z†)

**TOWER** 125.6 (1200-0300Z†) **GND CON** 121.65

**AIRSPACE:** CLASS D svc 1200-0300Z† other times CLASS G.

**RADIO AIDS TO NAVIGATION:** NOTAM FILE GON.

(T) VOR/DME 110.85 GON Chan 45(Y) N41°19.82' W72°03.12' at fld. 20/14W.

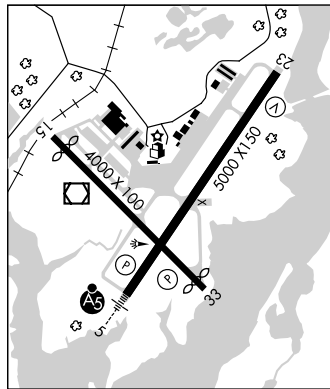
VOR portion unusable:

241°-265° blo 5000'

DME portion unusable:

355°-019° blo 3000'

ILS/DME 111.3 I-GON Chan 50 Rwy 05. Class IT. ILS unmonitored when twr clsd.

**HARTFORD** N41°38.46' W72°32.86' NOTAM FILE HFD.

(L) VOR/DME 114.9 HFD Chan 96 334° 7.3 NM to Hartford-Brainard. 850/13W.

HIWAS.

NEW YORK

H-101, 121, L-33C, 341

LOC/DME I-GON	APP CRS	Rwy Idg	5000
111.3	048°	TDZE	7
Chan 50		Apt Elev	9

# ILS or LOC RWY 5

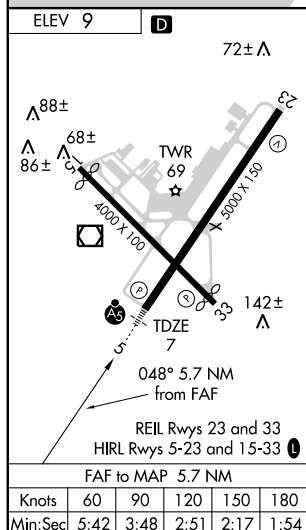
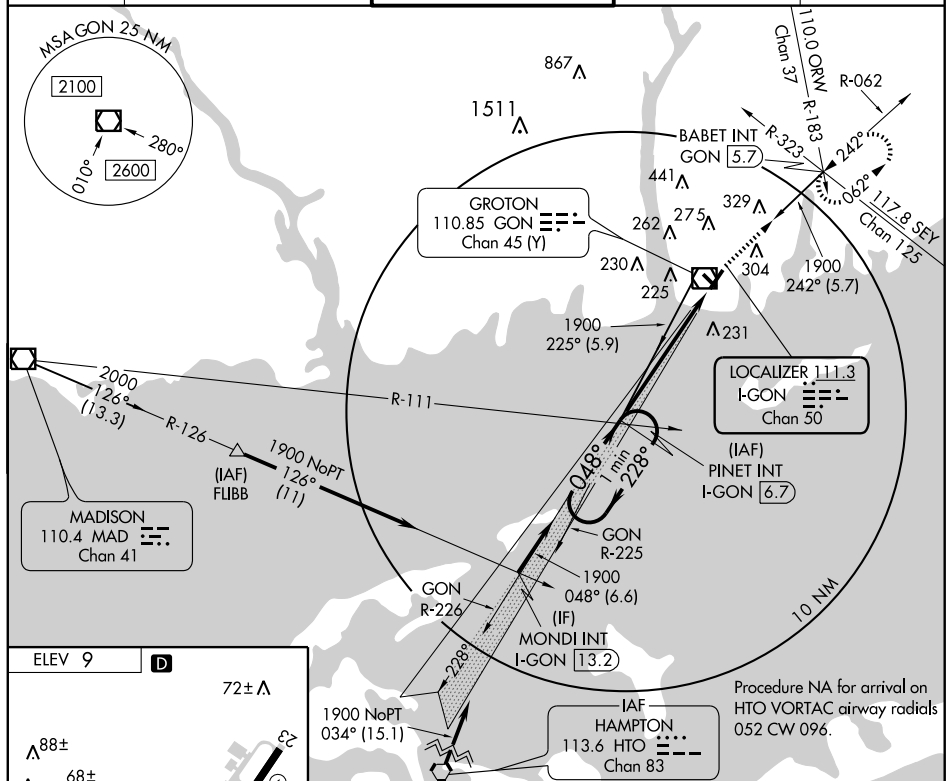
## GROTON-NEW LONDON (GON)

\* RVR 1800 authorized with the use of FD or AP or HUD to DA.  
 Circling to Rwy 15 NA at night.  
 When VGSI inop, Circling Rwy 23 NA at night.



MISSED APPROACH: Climbing right turn to 2000  
 via GON R-062 to BABET Int and hold, continue  
 climb-in-hold to 2000.

ATIS	PROVIDENCE APP CON *	GROTON TOWER *	GND CON	CLNC DEL *
127.0	125.75 319.2	125.6 (CTAF) 0 352.8	121.65 352.8	119.85



One Minute Holding Pattern		PINET INT I-GON [6.7]	2000	BABET INT
1900 ← 228°		1900	1900	
048° →		048°	048°	
1900		1900	1900	
GS 3.00° TCH 42		4.3 NM	1.4 NM	
CATEGORY	A	B	C	D
S-ILS 5	* 207/24 200 (200-½)			
S-LOC 5	500/24	493 (500-½)	500/40	500/50
			493 (500-¾)	493 (500-1)
CIRCLING	560-1	620-1	620-1¾	620-2
	551 (600-1)	611 (700-1)	611 (700-1¾)	611 (700-2)


WAAS CH <b>45521</b> <b>W05A</b>	APP CRS <b>048°</b>	Rwy Idg <b>5000</b> TDZE <b>7</b> Apt Elev <b>9</b>
--	------------------------	---

# RNAV (GPS) RWY 5

## GROTON-NEW LONDON (GON)

**T** DME/DME RNP-0.3 NA. Baro-VNAV NA below -15°C (5°F). Circling to Rwy 15 NA at night. When VGSI inop, Circling Rwy 23 NA at night.

**W** For inoperative MALSR, increase LPV visibility all Cats to RVR 5000.

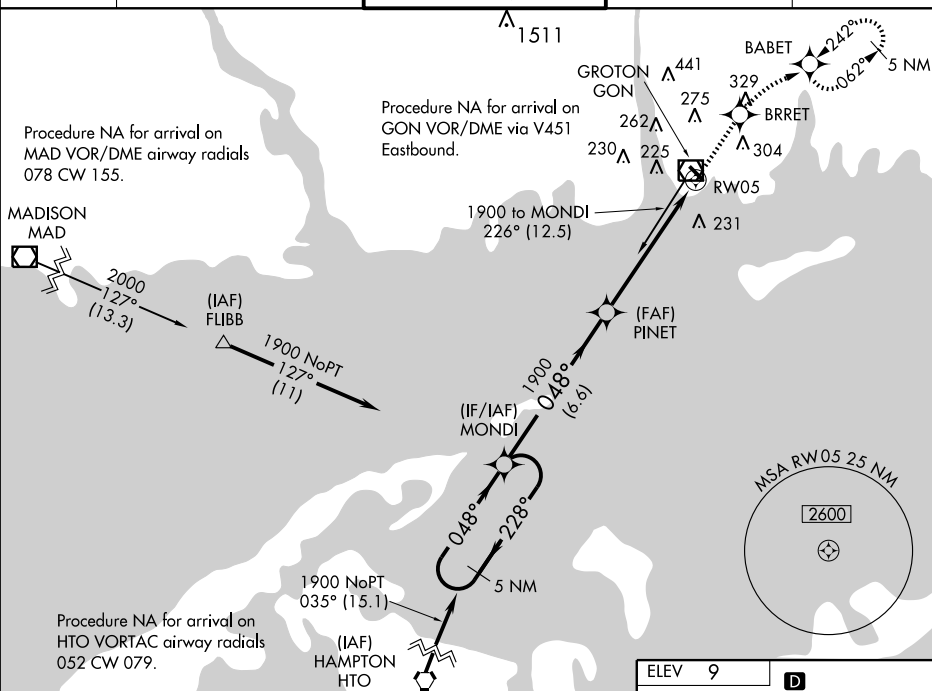
MALSR MISSED APPROACH: Climb to 2000 direct  
 BRRET and right turn on track 068° to BABET  
 and hold, continue climb-in-hold to 2000.

ATIS  
127.0

PROVIDENCE APP CON ★  
125.75 319.2

GROTON TOWER ★  
125.6 (CTAF) **L** 352.8

GND CON  
121.65 352.8

CLNC DEL ★  
119.85

5 NM Holding Pattern

MONDI

PINET

BABET

2000

BRRET

068° TRK

\* LNAV only

1900

228°

048°

1900

048°

\* 1.4 NM to RW05

RW05

GS 3.00°

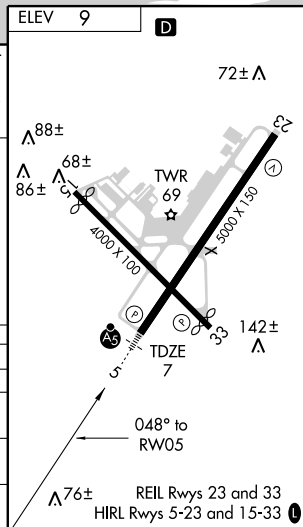
TCH 42

6.6 NM

4.3 NM

1.4

CATEGORY	A	B	C	D
LPV DA		291/24	284 (300-½)	
LNAV/VNAV DA		532-1½	525 (600-½)	
LNAV MDA	500/24	493 (500-½)	500/40 493 (500-¾)	500/50 493 (500-1)
CIRCLING	560-1¾ 551 (600-1¾)	620-1¾	611 (700-1¾)	620-2 611 (700-2)



GROTON (NEW LONDON), CONNECTICUT  
Orig-C 08APR10

41°20' N - 72°03' W

GROTON-NEW LONDON (GON)  
RNAV (GPS) RWY 5

NE-1, 26 AUG 2010 to 23 SEP 2010

NE-1. 26 AUG 2010 to 23 SEP 2010

APP CRS	Rwy Idg	<b>5000</b>
<b>228°</b>	TDZE	<b>8</b>
	Apt Elev	<b>9</b>

# RNAV (GPS) RWY 23

## GROTON-NEW LONDON (GON)

**V** DME/DME RNP-0.3 NA. When VGSI Inop, Straight-In/Circling Rwy 23 procedure NA at night. Circling to Rwy 15 NA at night. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2000 direct PINET and hold.

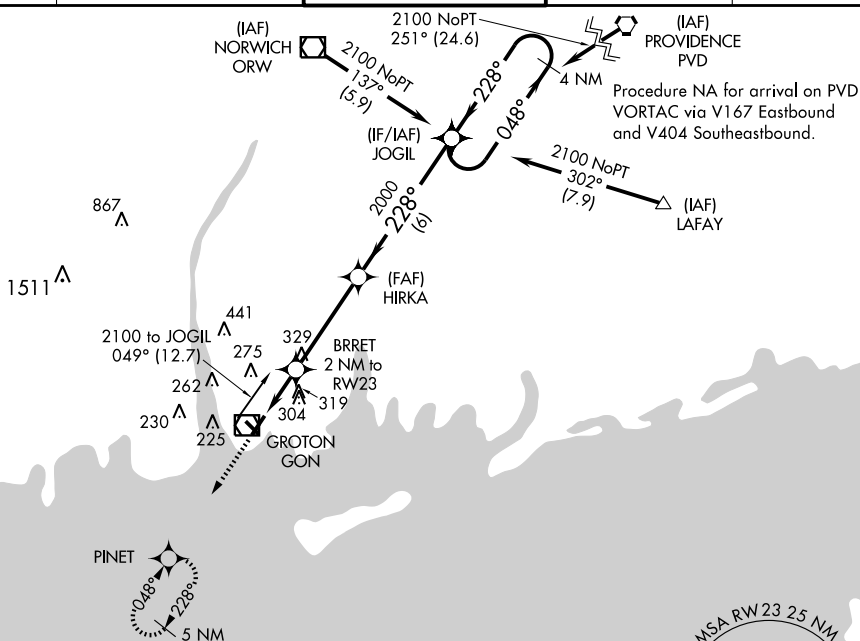
ATIS  
**127.0**

PROVIDENCE APP CON ★  
**125.75 319.2**

GROTON TOWER ★  
**125.6 (CTAF) 352.8**

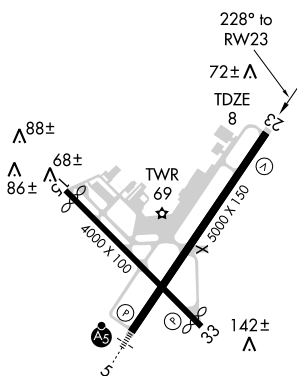
GND CON  
**121.65 352.8**

CLNC DEL ★  
**119.85**

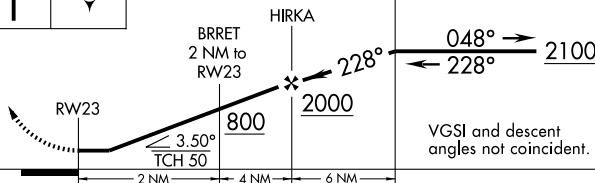
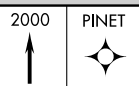


ELEV **9**

**D**



REIL Rwy 23 and 33  
HIRL Rwy 5-23 and 15-33



CATEGORY	A	B	C	D
LNAV MDA	560-1	552 (600-1)	560-1½ 552 (600-1½)	560-1¾ 552 (600-1¾)
CIRCLING	560-1 551 (600-1)	620-1 611 (700-1)	620-1¾ 611 (700-1¾)	620-2 611 (700-2)

APP CRS  
**329°**

Rwy Idg **3665**  
TDZE **8**  
Apt Elev **9**

# RNAV (GPS) RWY 33

GROTON-NEW LONDON (GON)

**▼** DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.  
When VGSi inop Straight-In/ Circling Rwy 33 and Circling Rwy 23  
procedure NA at night. Circling to Rwy 15 NA at night.

MISSED APPROACH: Climbing right  
turn to 2000 direct SUFOK and hold.

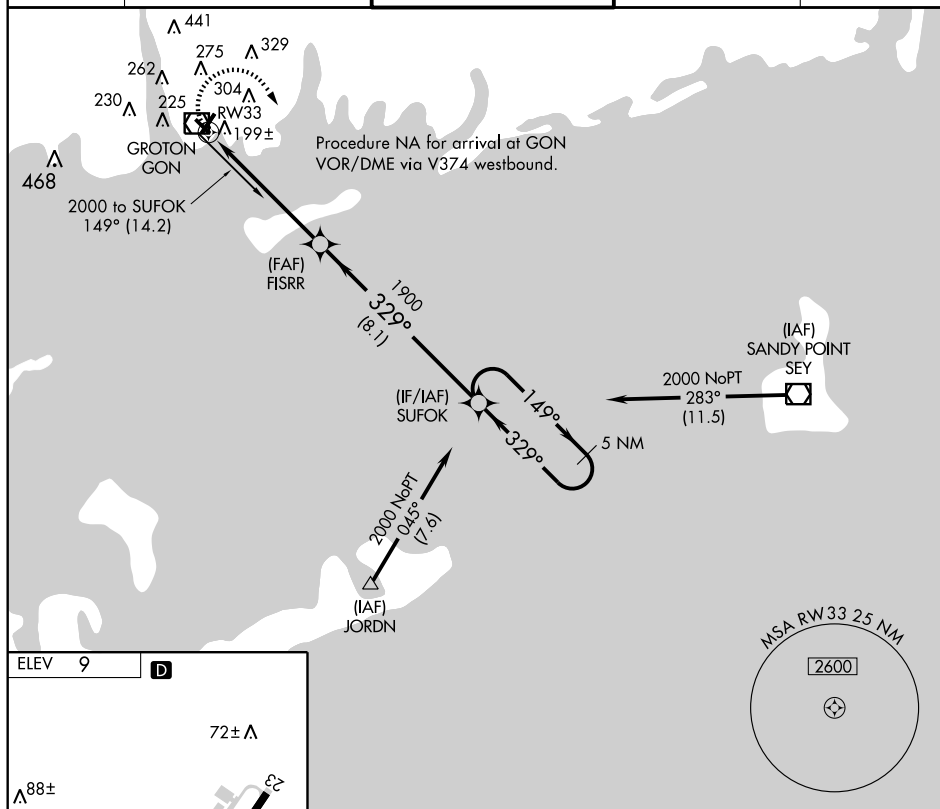
ATIS  
**127.0**

PROVIDENCE APP CON ★  
**125.75 319.2**

GROTON TOWER ★  
**125.6 (CTAF) 0 352.8**

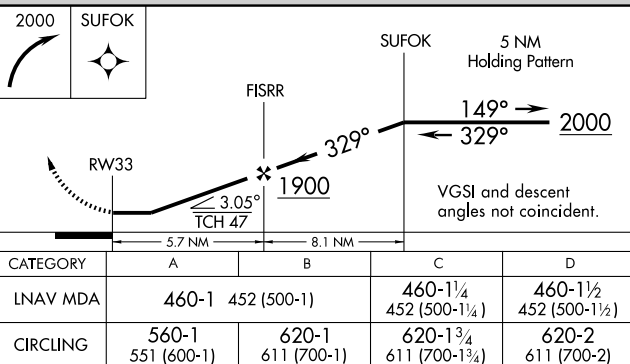
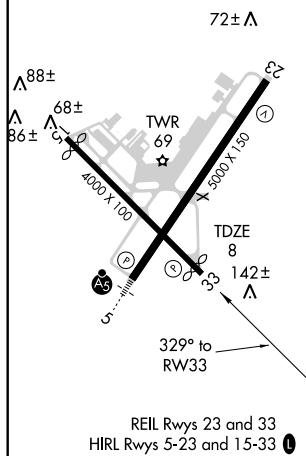
GND CON  
**121.65 352.8**

CLNC DEL ★  
**119.85**



ELEV 9

**D**





VOR/DME GON  
**110.85**  
 Chan **45 (Y)**

APP CRS  
**027°**

Rwy Idg **5000**  
 TDZE **7**  
 Apt Elev **9**

**VOR RWY 5**  
 GROTON-NEW LONDON (GON)



Inoperative table does not apply to Cat D.  
 Circling to Rwy 15 NA at night.  
 When VGSI inop, Circling to Rwy 23 NA at night.

MALSR



MISSED APPROACH: Climbing right turn to 2000 via GON R-062 to BABET Int/GON 5.7 DME and hold, continue climb-in-hold to 2000.

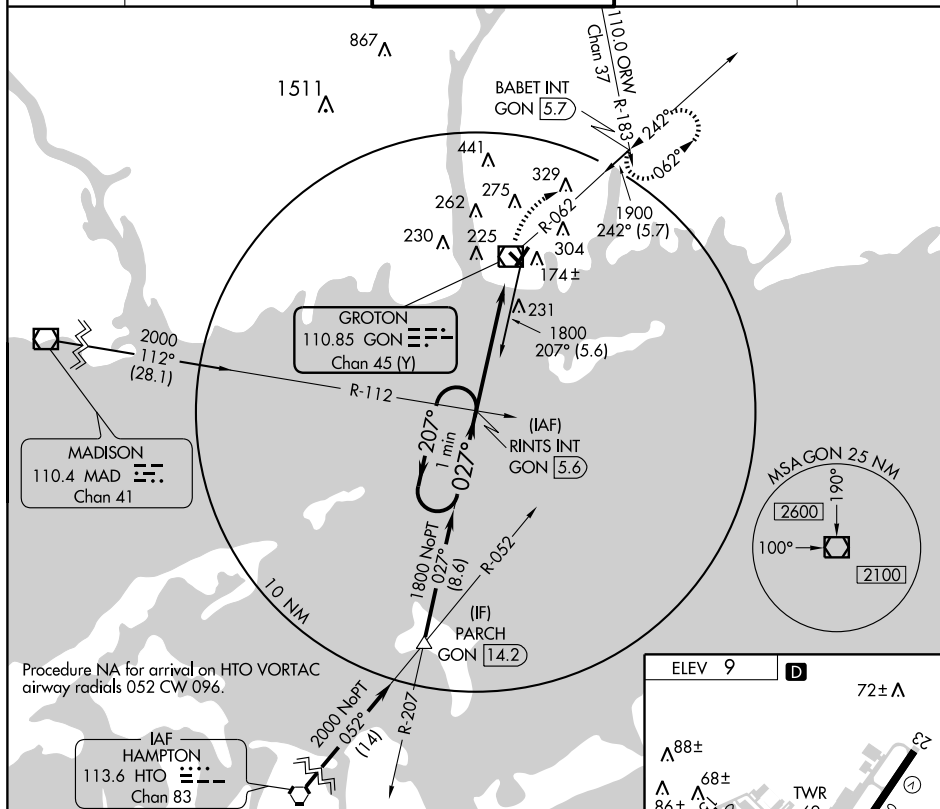
ATIS  
**127.0**

PROVIDENCE APP CON ★  
**125.75 319.2**

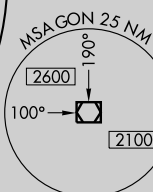
GROTON TOWER ★  
**125.6 (CTAF) 0 352.8**

GND CON  
**121.65 352.8**

CLNC DEL ★  
**119.85**



Procedure NA for arrival on HTO VORTAC  
 airway radials 052 CW 096.



One Minute  
 Holding Pattern

RINTS INT  
 GON [5.6]

2000

GON R-062  
 110.85

BABET INT

1800

← 207°

027° →

← 027°

3.09°

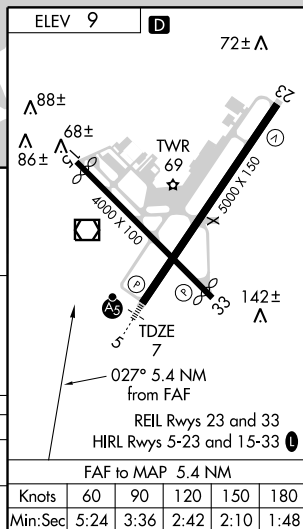
TCH 42

3.9 NM

GON [1.7]

GON [0.3]

CATEGORY	A	B	C	D
S-5	500/24	493 (500-½)	500/40	500-1½
			493 (500-¾)	493 (500-1½)
CIRCLING	560-1	620-1	620-1¾	620-2
	551 (600-1)	611 (700-1)	611 (700-¾)	611 (700-2)



FAF to MAP 5.4 NM					
Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

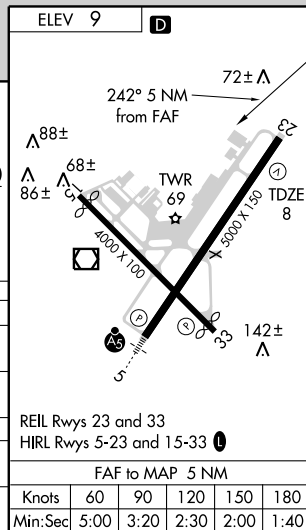
VOR RWY 23  
GROTON-NEW LONDON (GON)

**MISSED APPROACH:** Climbing left turn to 2000 via GON R-207 to RINTS Int/GON 5.6 DME and hold.

CLNC DEL ★  
119.85



NE-1. 26 AUG 2010 to 23 SEP 2010



GROTON-NEW LONDON (GON)  
VOR RWY 23

## AIRPORT DIAGRAM

AL-189 (FAA)

HARTFORD-BRAINARD (HFD)  
HARTFORD, CONNECTICUT

ATIS

126.45

BRAINARD TOWER ★

119.6 248.2

GND CON

121.6

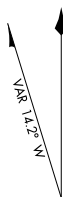
CLNC DEL

121.6

72°39.0'W

72°39.5'W

41°44.5'N

JANUARY 2010  
ANNUAL RATE OF CHANGE  
0.0° ERWY 02-20  
S-30, D-43, 2D-70  
RWY 11-29  
S-10CONTROL  
TOWER  
75 ★FIELD  
ELEV  
18

MS

2309 X 150

NE

41°44.0'N

ELEV  
14

113.1°

2314 X 71

293.1°

ELEV  
12

29

023.1°

ELEV  
11

A 118

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.

READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

## AIRPORT DIAGRAM

HARTFORD, CONNECTICUT  
HARTFORD-BRAINARD (HFD)

**HARTFORD-BRAINARD** (HFD) 3 SE UTC-5(-4DT) N41°44.20' W72°38.97'

18 B S4 FUEL 100LL, JET A TPA-1018(1000) NOTAM FILE HFD

RWY 02-20: H4417X150 (ASPH-GRVD) S-30, D-43, 2D-70 HIRL

RWY 02: REIL. PAPI(P4L)—GA 4.0° TCH 40'. Thld displcd 411'.

Trees.

RWY 20: REIL. VASI(V4R)—GA 4.0°. Thld displcd 560'. Trees.

RWY 11-29: H2314X71 (ASPH) S-10 HIRL

RWY 11: Trees. RWY 29: Thld displcd 265'. Trees.

RWY NE-SW: 2309X150 (TURF)

RWY NE: Trees. RWY SW: Trees.

**AIRPORT REMARKS:** Attended Mon-Fri continuously, Sat-Sun 1100-0400Z†. Be alert, (HFD) is located on west side of river. There is a clsd arpt 1 mile east northeast of (HFD). Turf Rwy NE-SW CLOSED during winter months from Nov 2 to Apr 30 except for ski-equipped acft and helicopter training. Arpt CLOSED to air carrier ops. 20 ft drop off departure end Rwy 20. Birds and deer on and invof airport. Touch and go ldg and practice instrument apch prohibited Mon-Sat 0300-1100Z† and Sun 0300-1400Z†. Arpt located in noise sensitive area and populated areas to S and W should be avoided, see Brainard twr letters to airmen. Rwy 02-20 grooving 130 ft wide. When twr clsd ACTIVATE HIRL Rwy 02-20 and REIL Rwy 02 and Rwy 20—CTAF. PAPI Rwy 02 and VASI Rwy 20 on 24 hrs. Ldg fee for business, corporate and revenue producing acft.

**WEATHER DATA SOURCES:** ASOS (860) 527-5837 HIWAS 114.9 HFD. LAWRS.

**COMMUNICATIONS:** CTAF 119.6 ATIS 126.45 (860) 246-5929 UNICOM 122.95

Ⓡ BRADLEY APP/DEP CON 127.8 CLNC DEL 121.6

BRAINARD TOWER 119.6 (1100-0500Z†) GND CON 121.6

**AIRSPACE:** CLASS D svc 1100-0500Z† other times CLASS G.

**RADIO AIDS TO NAVIGATION:** NOTAM FILE HFD.

(L) VOR/DME 114.9 HFD Chan 96 N41°38.47' W72°32.85' 334° 7.3 NM to fld. 849/13W. HIWAS.

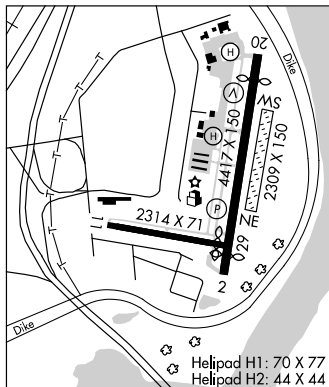
LOMIS NDB (LOM) 244 HF N41°38.13' W72°37.54' 005° 6.2 NM to fld. NDB unmonitored when twr clsd. SHUTDOWN.

LDA 109.7 I-HFD Rwy 02. LDA unmonitored when twr clsd.

HELIPAD H1: H70X77 (ASPH) MIRL

HELIPAD H2: H44X44 (ASPH) MIRL

**HELIPORT REMARKS:** Helipad H1 hanger (26 ft high at 290° west) 234 ft from helipad.



**IGOR I SIKORSKY MEM** (See BRIDGEPORT)

**LOMIS** N41°38.13' W72°37.54' NOTAM FILE HFD.

NDB (LOM) 244 HF 005° 6.2 NM to Hartford-Brainard. NDB unmonitored when twr clsd. SHUTDOWN.

**MADISON** N41°18.83' W72°41.53' NOTAM FILE BDR.

(L) VOR/DME 110.4 MAD Chan 41 264° 9.3 NM to Tweed-New Haven. 220/13W

DME portion unusable 330°-060° byd 30 NM blo 4000'.

RCO 122.1R 110.4T (BRIDGEPORT RADIO)

## MARLBOROUGH

**SALMON RIVER AIRFIELD** (9B8) 3 S UTC-5(-4DT) N41°35.37' W72°26.54'

540 NOTAM FILE BDR

RWY 17-35: 2000X60 (TURF)

RWY 17: Trees. Rgt tfc. RWY 35: Trees.

**AIRPORT REMARKS:** Attended irregularly. Arpt CLOSED SS-SR. Arpt CLOSED Dec 15-Apr 30.

**COMMUNICATIONS:** CTAF 122.9

**COMM/NAV/WEATHER REMARKS:** Clnc del thru Bridgeport FSS (BDR) 1-866-293-5149.

NEW YORK

L-33C, 341

IAP, AD

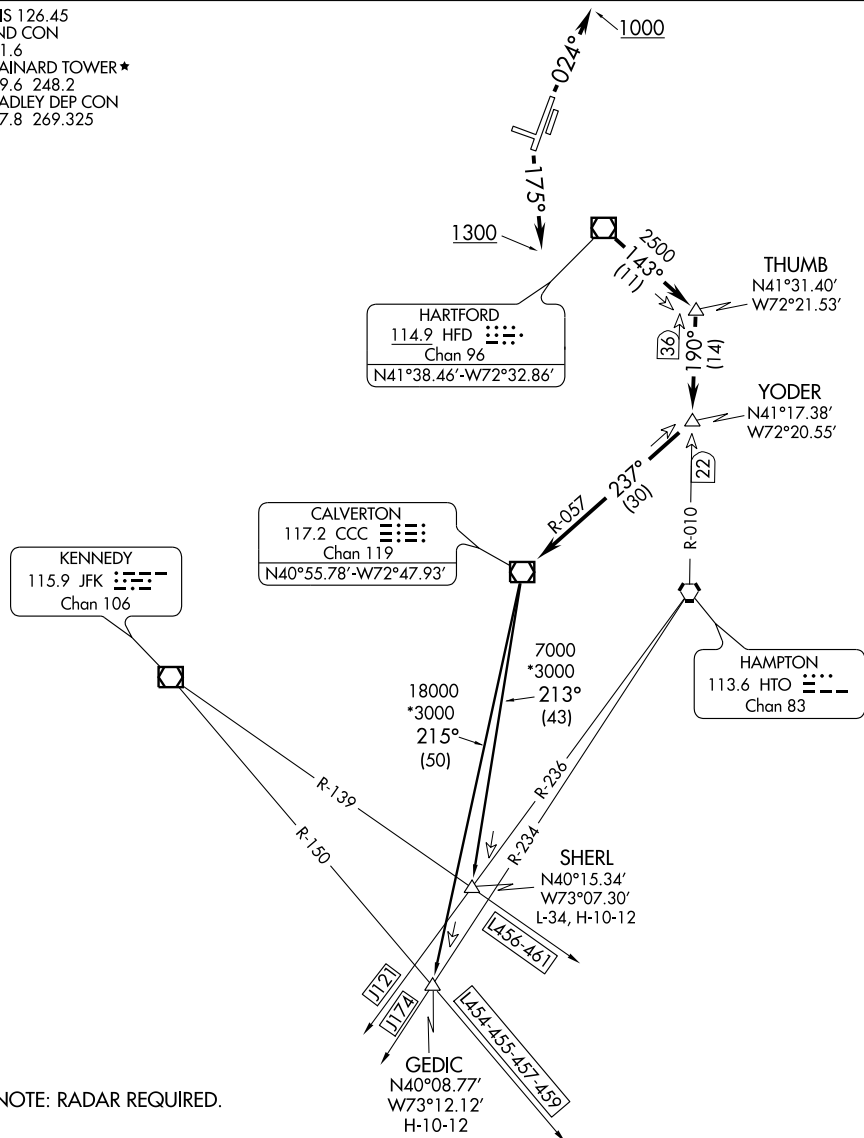
NEW YORK

H-101, L-33C, 341

NEW YORK

## COASTAL THREE DEPARTURE

ATIS 126.45  
GND CON  
121.6  
BRAINARD TOWER ★  
119.6 248.2  
BRADLEY DEP CON  
127.8 269.325



NOTE: RADAR REQUIRED.

TAKE-OFF MINIMUMS:

Rwy 2, STANDARD.

Rwy 20, 300-1½ or STANDARD with minimum climb of 217' per NM to 300, or alternatively, with standard takeoff minimums and a normal 200 FT/NM climb gradient, takeoff must occur no later than 1500' prior to DER.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

## COASTAL THREE DEPARTURE

## COASTAL THREE DEPARTURE



## DEPARTURE ROUTE DESCRIPTION

NOTE: INITIAL DEPARTURE HEADINGS ARE PREDICATED ON AVOIDING NOISE SENSITIVE AREAS. FLIGHT CREW AWARENESS AND COMPLIANCE IS IMPORTANT IN MINIMIZING NOISE IMPACTS ON SURROUNDING COMMUNITIES.

NOTE: APPROPRIATE DEPARTURE CONTROL FREQUENCY TO BE ASSIGNED BY ATC.

TAKE-OFF RWY 2: Climb heading 024° to 1000 or as assigned for radar vectors to HFD VOR/DME, thence . . .

TAKE-OFF RWY 20: Climb heading 175° to 1300 or as assigned for radar vectors to HFD VOR/DME, thence . . .

. . . . From over HFD VOR/DME proceed via HFD R-143 to THUMB INT, then proceed via the HTO R-010 to YODER INT, then proceed via the CCC R-057 to CCC VOR/DME. Then via (transition) or (assigned route). Maintain assigned altitude. Expect clearance to requested flight level ten minutes after departure.

GEDIC TRANSITION (CSTL3.GEDIC): From over CCC VOR/DME via CCC R-215 to GEDIC.

SHERL TRANSITION (CSTL3.SHERL): From over CCC VOR/DME via CCC R-213 to SHERL.

TAKE-OFF OBSTACLES:

Rwy 2: Pipe on OL building beginning 376' from DER, 593' left of centerline, up to 25' AGL/57' MSL. Bushes beginning 587' from DER, 186' left of centerline, up to 10' AGL/54' MSL. Trees beginning 765' from DER, 59' left of centerline, up to 100' AGL/134' MSL. Trees beginning 57' from DER, 46' right of centerline, up to 100' AGL/125' MSL. OL on levee 189' from DER, on centerline to 154' right of centerline, up to 22' AGL/45' MSL.

Rwy 20: Levee 56' from DER, 453' left of centerline, up to 24' AGL/42' MSL. Trees and bushes beginning 160' from DER, 118' left of centerline, up to 100' AGL/119' MSL. OL on dike beginning 493' DER, 277' left of centerline, up to 27' AGL/45' MSL. Spires from 1.12 NM from DER, 403' left of centerline, 150' AGL/195' MSL. Light beginning 196' from DER, 400' right of centerline, up to 24' AGL/42' MSL. Trees beginning 798' from DER, 28' right of centerline, up to 100' AGL/142' MSL.

NE-1, 26 AUG 2010 to 23 SEP 2010

NE-1, 26 AUG 2010 to 23 SEP 2010

APP CRS	Rwy Idg	<b>4006</b>
<b>002°</b>	TDZE	<b>18</b>
	Apt Elev	<b>19</b>

# GPS RWY 2

## HARTFORD-BRAINARD (HFD)

▼  
▲ NA

MISSED APPROACH: Climb to 2500 via course 081° to RAMBO WP and hold.

ATIS  
**126.45**

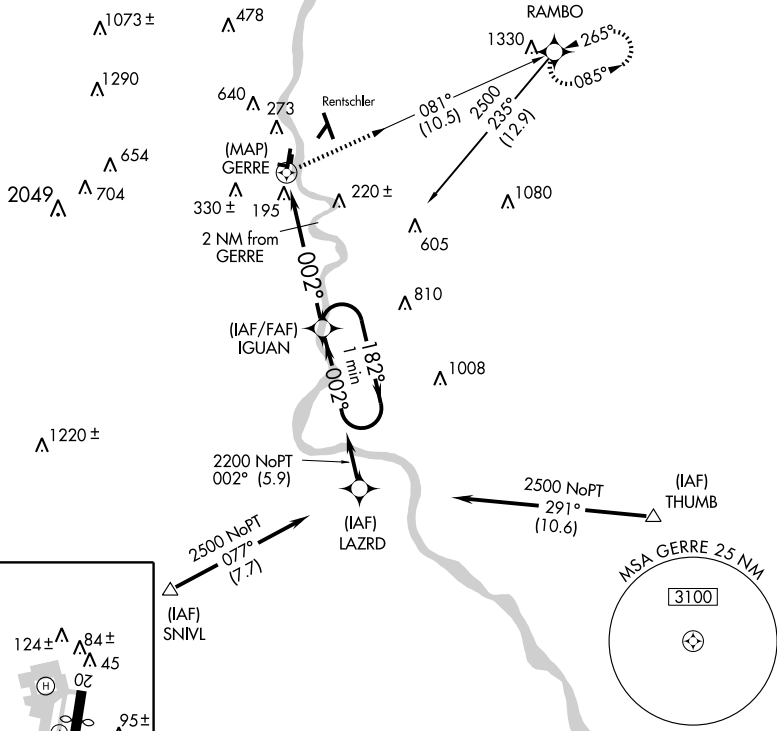
BRADLEY APP CON  
**127.8 269.325**

BRAINARD TOWER ★  
**119.6 (CTAF) 0 248.2**

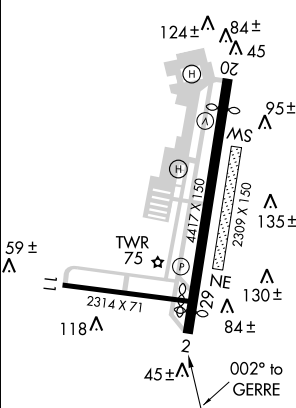
GND CON  
**121.6**

CLNC DEL  
**121.6**

UNICOM  
**122.95**



ELEV 19



REIL Rws 2 and 20  
HIRL Rws 2-20, 11-29

HARTFORD, CONNECTICUT  
Orig-A 09127

CATEGORY	A		B		C		D	
	460-1		442 (500-1)		460-1¼ 442 (500-1¼)		460-1½ 442 (500-1½)	
CIRCLING	580-1		600-1		940-2¾		1000-3	
	561 (600-1)		581 (600-1)		921 (1000-2¾)		981 (1000-3)	

41°44'N - 72°39'W

HARTFORD-BRAINARD (HFD)

# GPS RWY 2

LOC I-HFD <b>109.7</b>	APP CRS <b>002°</b>	Rwy Idg TDZE Apt Elev	<b>4006</b> <b>17</b> <b>18</b>
---------------------------	------------------------	-----------------------------	---------------------------------------

**LDA RWY 2**  
HARTFORD-BRAINARD (HFD)



MISSED APPROACH: Climbing right turn to 2500 via heading 060° and PUT VOR/DME R-265 to RAMBO INT and hold.

ATIS  
**126.45**

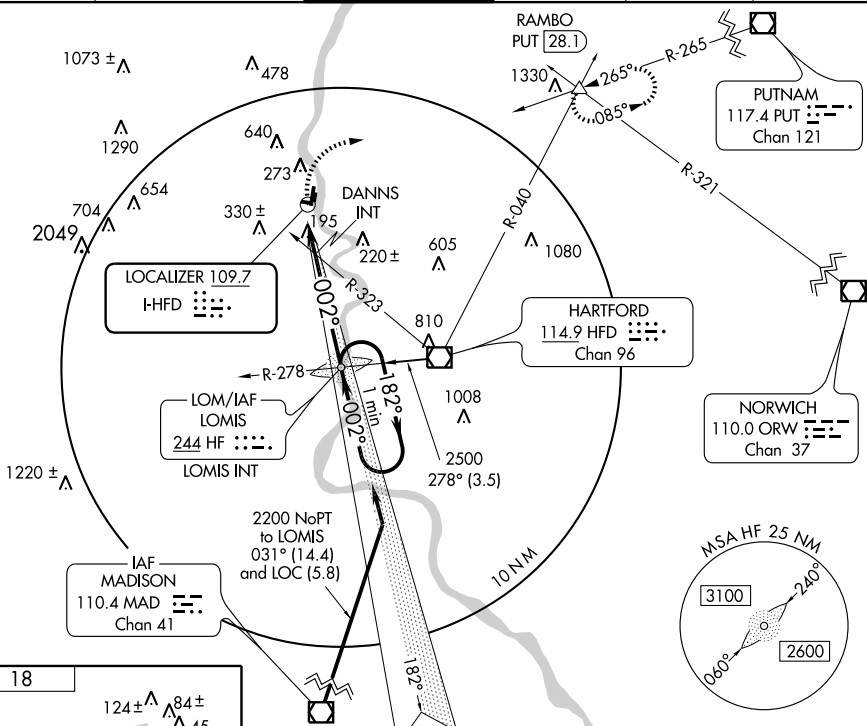
BRADLEY APP CON  
**127.8 269.325**

BRAINARD TOWER ★  
**119.6 (CTAF) 0 248.2**

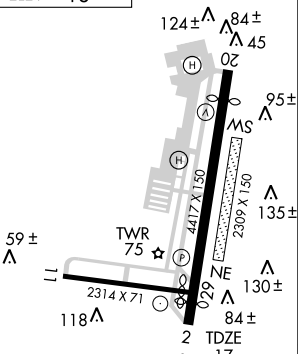
GND CON  
**121.6**

CLNC DEL  
**121.6**

UNICOM  
**122.95**



ELEV 18



REIL Rws 2 and 20

HIRL Rws 2-20 and 11-29

FAF to MAP 5.4 NM

Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

HARTFORD, CONNECTICUT

Amdt 1F 09127

2500

PUT  
R-265  
117.4

RAMBO

△

LOMIS  
LOM/INT

One Minute  
Holding Pattern

182°

2500

002°

2200

002°

2500

DANNS  
INT

640

3.40°  
TCH 45

VGSI and descent angles  
not coincident.

0.5

1.5 NM

3.9 NM

CATEGORY	A		B		C	D
S-2	640-1	623 (700-1)			640-1¾ 623 (700-1¾)	640-2 623 (700-2)
CIRCLING	640-1	622 (700-1)			940-2¾ 921 (1000-2¾)	1000-3 981 (1000-3)
DANNS INT MINIMUMS						
S-2	460-1 443 (500-1)				460-1¼ 443 (500-1¼)	460-1½ 443 (500-1½)
CIRCLING	580-1 562 (600-1)	600-1 581 (600-1)			940-2¾ 921 (1000-2¾)	1000-3 981 (1000-3)

HARTFORD-BRAINARD (HFD)

**LDA RWY 2**

41°44'N - 72°39'W



# RIVER VISUAL RWY 2

HARTFORD-BRAINARD (HF'D)  
HARTFORD, CONNECTICUT

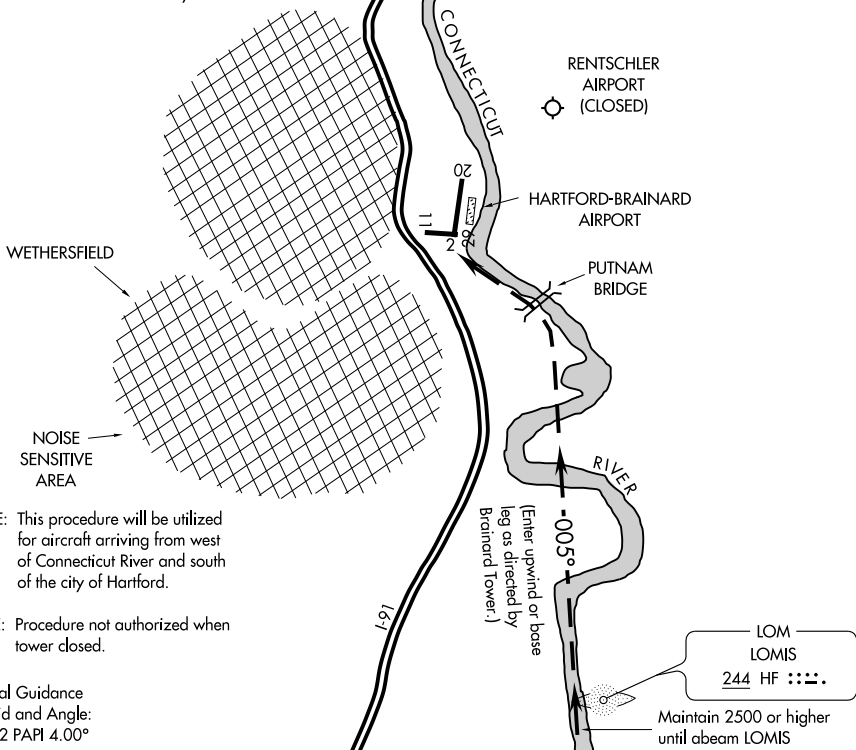
AL-189 (FAA)

ATIS 126.45  
BRADLEY APP CON  
127.8 269.325  
BRAINARD TOWER ★  
119.6 (CTAF) 248.2  
CLNC DEL 121.6

## RADAR REQUIRED

Weather minimums:  
3000 foot ceiling  
and 5 mile visibility

CAUTION: Rentschler  
Field 1.5 NM NE  
of Hartford-Brainard



NE-1, 26 AUG 2010 to 23 SEP 2010

NE-1, 26 AUG 2010 to 23 SEP 2010

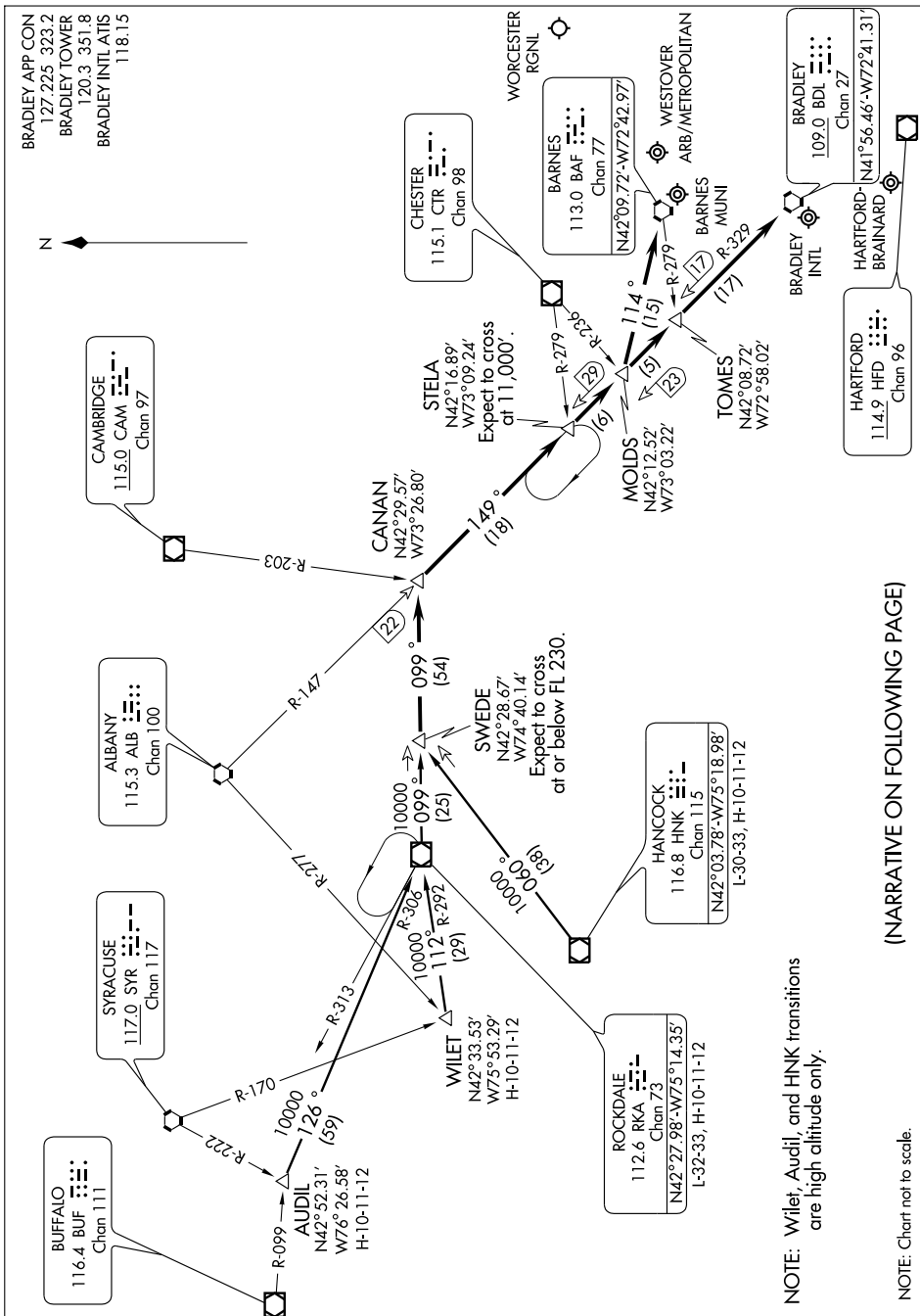
	1 NM	2	3	4	5	6	7	8	9
--	------	---	---	---	---	---	---	---	---

# RIVER VISUAL RWY 2

## SWEDE ONE ARRIVAL (SWEDE.SWEDE1)

WINDSOR LOCKS, CONNECTICUT

NE-1, 26 AUG 2010 to 23 SEP 2010



NE-1, 26 AUG 2010 to 23 SEP 2010

## SWEDE ONE ARRIVAL (SWEDE.SWEDE1)

WINDSOR LOCKS, CONNECTICUT

## ARRIVAL DESCRIPTION

AUDIL TRANSITION (AUDIL.SWEDE1): From over AUDIL INT via RKA R-306 to RKA VOR/DME; then via RKA R-099 to SWEDE INT. Thence. . . .

HANCOCK TRANSITION (HNK.SWEDE1): From over HNK VOR/DME via HNK R-060 to SWEDE INT. Thence. . . .

ROCKDALE TRANSITION (RKA.SWEDE1): From over RKA VOR/DME via RKA R-099 to SWEDE INT. Thence. . . .

WILET TRANSITION (WILET.SWEDE1): From over WILET INT via RKA R-292 to RKA VOR/DME; then via RKA R-099 TO SWEDE INT. Thence. . . .

ARRIVALS FOR BRADLEY INTL and HARTFORD-BRAINARD

. . . . From over SWEDE INT via RKA R-099 to CANAN INT. Then via BDL R-329 to BDL VORTAC. Expect radar vectors to final approach course.

ARRIVALS FOR BARNES MUNI, WESTOVER ARB/METROPOLITAN and WORCESTER RGNL

. . . . From over SWEDE INT via RKA R-099 to CANAN INT. Then via BDL R-329 to MOLDS INT. Then direct to BAF VORTAC. Expect radar vectors to final approach course.

NE-1, 26 AUG 2010 to 23 SEP 2010

NE-1, 26 AUG 2010 to 23 SEP 2010

VOR/DME HFD <b>114.9</b> Chan <b>96</b>	APP CRS <b>334°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>19</b>
---	------------------------	-----------------------------	---------------------------------------

VOR or GPS-A  
HARTFORD-BRAINARD (HFD)



**MISSED APPROACH:** Climbing right turn to 2500 via heading 060° and PUT VOR/DME R-265 to RAMBO Int and hold.

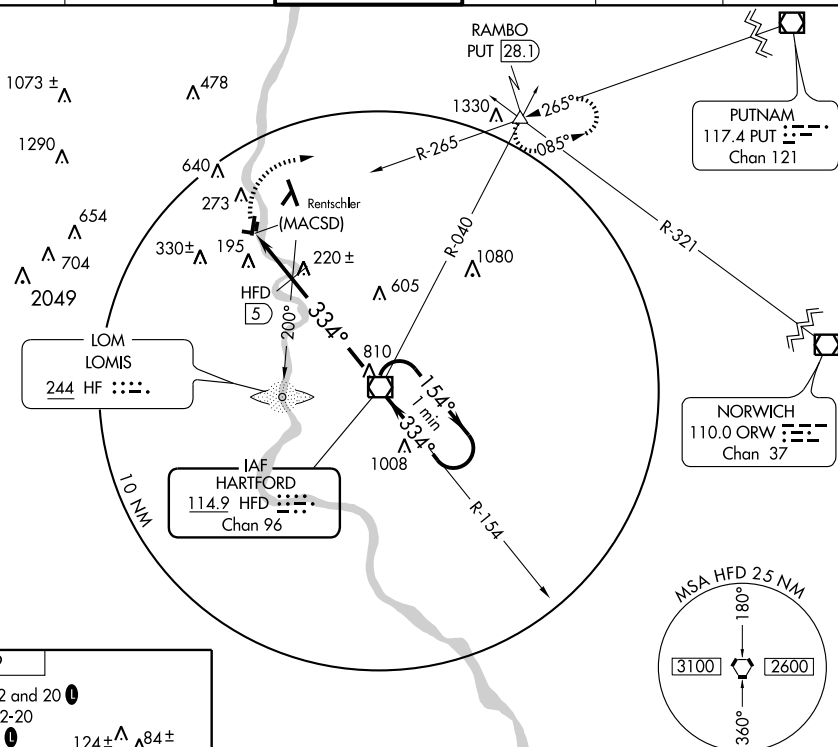
ATIS  
**126.45**

BRADLEY APP CON  
127.8 269.325

BRAINARD TOWER ★  
119.6 (CTAF) **L** 248.2

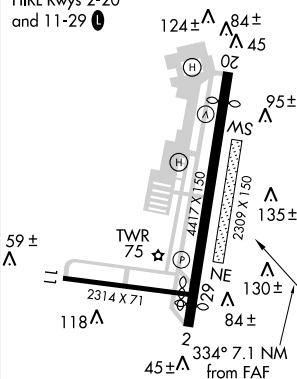
GND CON  
**121.6**

CLNC DE  
**121.6**

UNICOM  
122.95

ELEV 19

REIL Rwy 2 and 20 **L**  
HIRL Rwy 2-20  
and 11-29 **L**



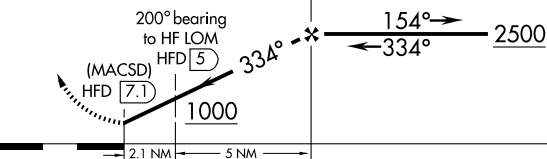
FAF to MAP 7.1 NM

Knots	60	90	120
Min:Sec	7:06	4:44	3:33

HARTFORD, CONNECTICUT

Amdt 9B 09127

2500  060°	PUT R-265 117.4	RAMBO △	VOR/DME	One Minute Holding Pattern
---	-----------------------	------------	---------	-------------------------------



CATEGORY	A	B	C	D
CIRCLING	1000-1½ 981 (1000-1¼)	1000-1½ 981 (1000-1½)	1000-3	981 (1000-3)
LOM or DME MINIMUMS				
CIRCLING	580-1 561 (600-1)	600-1 581 (600-1)	940-2 ¾ 921 (1000-2¾)	1000-3 981 (1000-3)

HARTFORD-BRAINARD (HFD)

VOR or GPS-A

NE-1. 26 AUG 2010 to 23 SEP 2010

41°44'N - 72°39'W

**MERIDEN MARKHAM MUNI** (MMK) 3 SW UTC-5(-4DT) N41°30.52' W72°49.77'

103 B S4 FUEL 100LL TPA—See Remarks NOTAM FILE MMK

RWY 18-36: H3100X75 (ASPH) S-30 MIRL

RWY 18: Tree.

RWY 36: REIL. PAPI(P4L)—GA 3.5° TCH 40'. P-lines.

**AIRPORT REMARKS:** Attended 1300Z†—dusk. Crane 150 ft AGL ¼ mile NW apch end Rwy 18 dalgt hours intermittent. Crane(s) ¼ mile NW arpt. PPR for jet. Rwy 36 no touch and go ldg. Calm wind Rwy 18. ACTIVATE MIRL Rwy 18-36 and REIL Rwy 36—CTAF. TPA for fixed wing acft 1103 (1000); TPA for helicopters 603 (500).

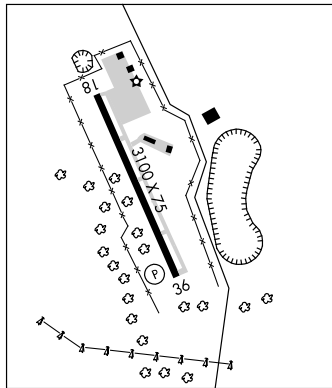
**WEATHER DATA SOURCES:** ASOS 134.925 (203) 639-9405.

**COMMUNICATIONS:** CTAF/UNICOM 123.05

Ⓡ **BRADLEY APP/DEP CON** 127.8 **CLNC DEL** 120.65

**RADIO AIDS TO NAVIGATION:** NOTAM FILE BDR.

**MADISON (L) VOR/DME** 110.4 **MAD** Chan 41 N41°18.83' W72°41.53' 345° 13.2 NM to fld. 220/13W.



**NEW YORK**

**L-33B, 34I**

**IAP**

**NEW HAVEN** N41°15.74' W72°53.11' NOTAM FILE HVN.

(T) **VOR/DME** 109.8 **HVN** Chan 35 at Tweed-New Haven. 6/13W.

VOR/DME unusable 070°-120° blo 6000'; 120°-070° byd 18 NM blo 2700'.

**RCQ** 122.1R 109.8T (BRIDGEPORT RADIO)

**NEW YORK**

**L-33B, 34I**

APP CRS <b>356°</b>	Rwy Idg TDZE Apt Elev	<b>3100</b> <b>99</b> <b>103</b>
------------------------	-----------------------------	--

**GPS RWY 36**

MERIDEN MARKHAM MUNI (MMK)



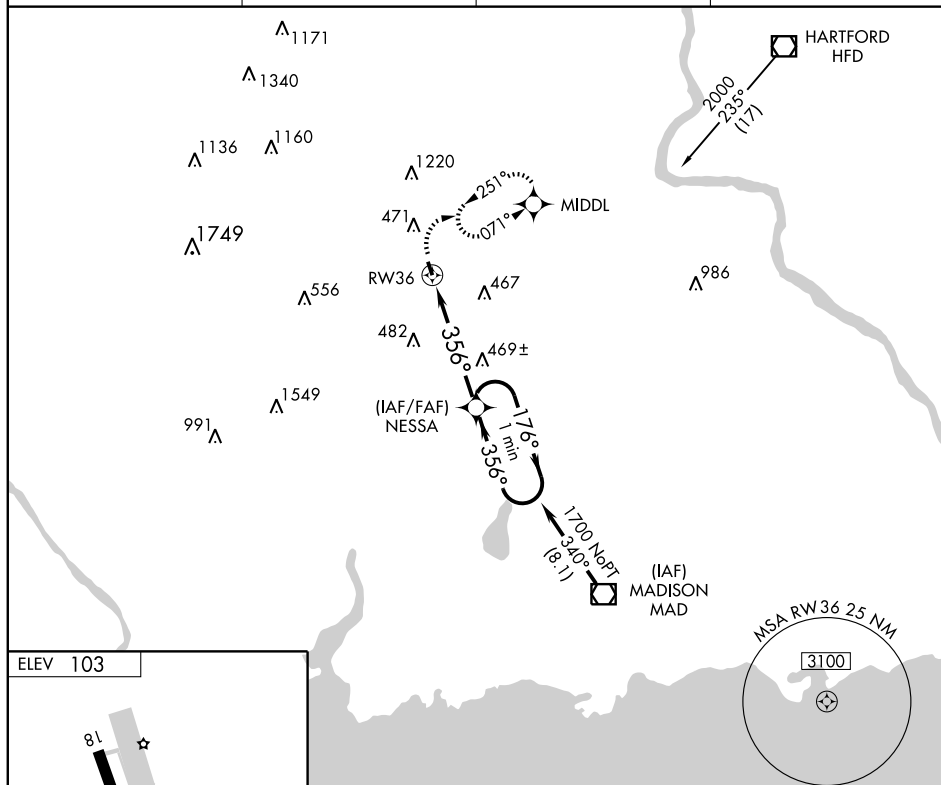
MISSED APPROACH: Climbing right turn to 2500 direct  
MIDDL WP and hold.

ASOS  
**134.925**

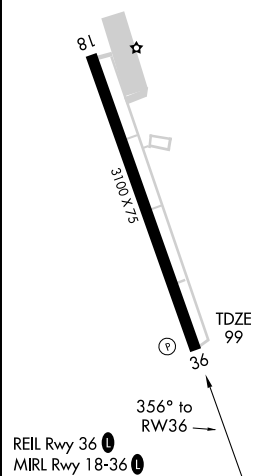
BRADLEY APP CON  
**127.8 269.325**

CLNC DEL  
**120.65**

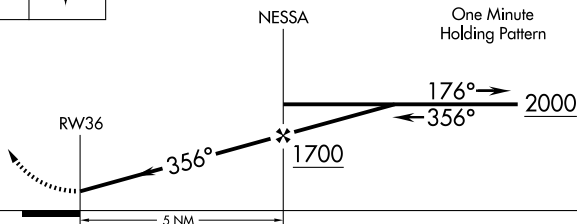
UNICOM  
**123.05 (CTAF)**



ELEV 103



2500



CATEGORY	A	B	C	D
S-36	720-1	621 (700-1)	NA	NA
CIRCLING	740-1	637 (700-1)	NA	NA

MERIDEN, CONNECTICUT

Orig-A 09127

MERIDEN MARKHAM MUNI (MMK)

41°31'N-72°50'W

**GPS RWY 36**

NE-1, 26 AUG 2010 to 23 SEP 2010

NE-1, 26 AUG 2010 to 23 SEP 2010

VOR/DME MAD	APP CRS	Rwy Idg	3100
110.4	345°	TDZE	99
Chan 41		Apt Elev	103

## VOR RWY 36

MERIDEN MARKHAM MUNI (MMK)



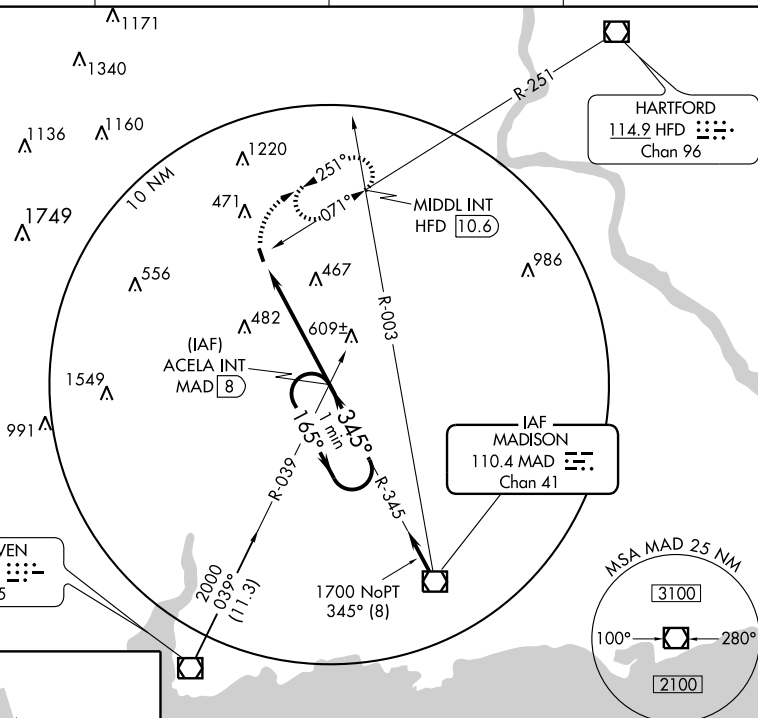
MISSED APPROACH: Climbing right turn to 2500 via HFD  
VOR/DME R-251 to MIDL Int/HFD 10.6 DME and hold.

ASOS  
**134.925**

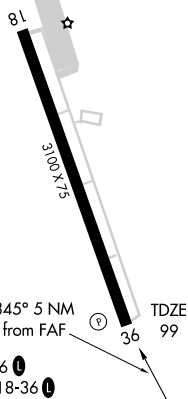
BRADLEY APP CON  
**127.8 269.325**

CLNC DEL  
**120.65**

UNICOM  
**123.05 (CTAF) 0**

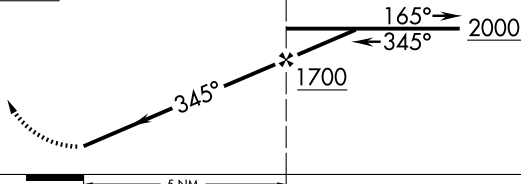


ELEV 103



2500  
HFD R-251  
114.9

MIDL INT

ACCEL INT  
MAD 8One Minute  
Holding Pattern

CATEGORY	A	B	C	D
S-36	860-1 761 (800-1)	860-1¼ 761 (800-1¼)	NA	
CIRCLING	860-1 757 (800-1)	860-1¼ 757 (800-1¼)	NA	

FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

MERIDEN, CONNECTICUT

Amdt 4A 09127

MERIDEN MARKHAM MUNI (MMK)

41°31'N-72°50'W

VOR RWY 36

NE-1, 26 AUG 2010 to 23 SEP 2010

NE-1, 26 AUG 2010 to 23 SEP 2010

10210

## AIRPORT DIAGRAM

AL-671 (FAA)

NEW HAVEN/TWEED-NEW HAVEN (HVN)

NEW HAVEN, CONNECTICUT

ATIS  
133.65  
NEW HAVEN TOWER ★  
124.8  
GND CON  
121.7

D

185±

FIELD  
ELEV  
12

20

GENERAL  
AVIATION  
PARKING

TERMINAL

WEST  
RAMPEAST  
RAMPTWR  
91ELEV  
5

522 X 100

145.1°

5600 X 150

3626 X 100

RWY 02-20  
S-110, D-160, 2S-175  
RWY 14-32  
S-30, D-60

41° 16.0' N

ELEV  
5

325.1°

41° 15.5' N

72° 53.5' W

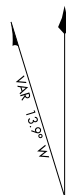
72° 53.0' W

ELEV  
6

2

016.8°

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.  
READBACK OF ALL RUNWAY HOLDING  
INSTRUCTIONS IS REQUIRED.



JANUARY 2010  
ANNUAL RATE OF CHANGE  
0.0° E

## AIRPORT DIAGRAM

10210

NEW HAVEN, CONNECTICUT  
NEW HAVEN/TWEED-NEW HAVEN (HVN)

NE-1, 26 AUG 2010 to 23 SEP 2010

NE-1, 26 AUG 2010 to 23 SEP 2010



## NEW HAVEN

TWEED-NEW HAVEN (HVN) 3 SE UTC-5(-4DT) N41°15.83' W72°53.21'

NEW YORK

12 B S4 FUEL 100LL, JET A OX 1, 3 TPA—See Remarks LRA

H-101, 121, L-33B, 341

Class I, ARFF Index A NOTAM FILE HVN

IAP, AD

RWY 02-20: H5600X150 (ASPH-GRVD) S-110, D-160, 2S-175 HIRL

RWY 02: MALS F. PAPI(P4L)—GA 3.0°TCH 50'. Trees.

RWY 20: VASI(V4L)—GA 4.0°TCH 56'. Thld dspcd 352'. Trees.

RWY 14-32: H3626X100 (ASPH) S-30, D-60 MIRL

RWY 14: Thld dspcd 361'. Trees.

RWY 32: PAPI (P4L)—GA 3.5° TCH 50'. Thld dspcd 300'. Trees.

## RUNWAY DECLARED DISTANCE INFORMATION:

RWY 02: TORA-5600 TODA-5600 ASDA-5600 LDA-5600

RWY 14: TORA-3630 TODA-3630 ASDA-3392 LDA-3028

RWY 20: TORA-5600 TODA-5600 ASDA-5251 LDA-5251

RWY 32: TORA-3630 TODA-3630 ASDA-3630 LDA-3329

**AIRPORT REMARKS:** Attended 1100-0300Z†. Fuel avbl after hrs 203-467-9555. Rwy 14 CLOSED to jet ops and ngf ldg, Rwy 32 CLOSED to jet departures except by prior permission 203-466-8844. CLOSED to unscheduled air carrier ops with more than 19 passenger seats except PPR call ops 203-466-8844. Touch and go landing permitted 1200-0300Z† Mon-Sat; 1300-0300Z† Sun. CLOSED to acft over 78 decibels 1200-0300Z†; 73 decibels 0300-0500Z† and 1100-1200Z†; 68 decibels 0500-1100Z† except military emergency and medical acft; PPR call 203-466-8844. Ldg helicopters use Twys A and G intersection. Standing water at intersection of Twy G and east ramp after heavy rain. PAEW adjacent to all operational surfaces dalgt hrs Apr-Oct. Departing Rwy 20, right and left turn made after passing shoreline. TPA for single and light twin engine acft 1011 (999) and 1511 (1499) for all other acft. Avoid close-in base legs and short apchs ldg Rwy 14 and 20. Intersection departures are permitted when twr operational only to acft less than 12,500 lbs gross weight and only at the following intersections: Rwy 20 from Twy F has 4950 ft avbl and Rwy 02 from Twy B has 4750 ft avbl and Rwy 32 at hotel. Wildlife frequently on or invof arpt. Transient parking on east ramp only. Bcn ATC-CTL. When twr clsd ACTIVATE HIRL Rwy 02-20; MALS F Rwy 02; MIRL Rwy 14-32—CTAF. Ldg fee for all acft except military, government, emergency and medical. Flight Notification Service (ADCUS) available.

**WEATHER DATA SOURCES:** ASOS (203) 466-6205. LAWRS.**COMMUNICATIONS:** CTAF 124.8 ATIS 133.65 UNICOM 122.95

NEW HAVEN RCO 122.1R 109.8T (BRIDGEPORT RADIO)

® NEW YORK APP/DEP CON 124.075

NEW HAVEN TOWER 124.8 (1100-0300Z†) GND CON 121.7

**AIRSPACE:** CLASS D svc 1100-0300Z† other times CLASS G.**RADIO AIDS TO NAVIGATION:** NOTAM FILE HVN.

NEW HAVEN (T) VOR/DME 109.8 HVN Chan 35 N41°15.74' W72°53.11' at fld. 6/13W.

ILS/DME 109.1 I-HVN Chan 28 Rwy 02. Class IE. ILS unmonitored when twr clsd. VGSI and ILS glideslope not coincident.

## NEW MILFORD

CANDLELIGHT FARMS (11N) 3 SW UTC-5(-4DT) N41°34.01' W73°27.97'

NEW YORK

675 NOTAM FILE BDR

RWY 17-35: 2900X50 (TURF)

RWY 17: Hill. RWY 35: Trees.

**AIRPORT REMARKS:** Attended daylight hours. Arpt CLOSED to helicopters and glider activity. Arpt CLOSED to touch and go ldg. Arpt CLOSED to transient. Experimental acft only by PPR 860-350-3577. Rwy 17-35 panel markers at each rwy end. Ldg fee. Overnight parking by PPR 860-350-3577. Fee for overnight parking.

**COMMUNICATIONS:** CTAF 122.9**COMM/NAV/WEATHER REMARKS:** Cinc del thru Bridgeport FSS (BDR) 1-866-293-5149.

CANDLELIGHT HELIPORT (6Y2) 2 W UTC-5(-4DT) N41°34.07' W73°27.64'

NEW YORK

675 NOTAM FILE BDR

HELIPAD H1: H50X50 (ASPH)

**HELIPORT REMARKS:** Unattended. Heliport CLOSED except PPR call 860-354-4681. Helipad H1 28 ft building 135 ft east of pad.

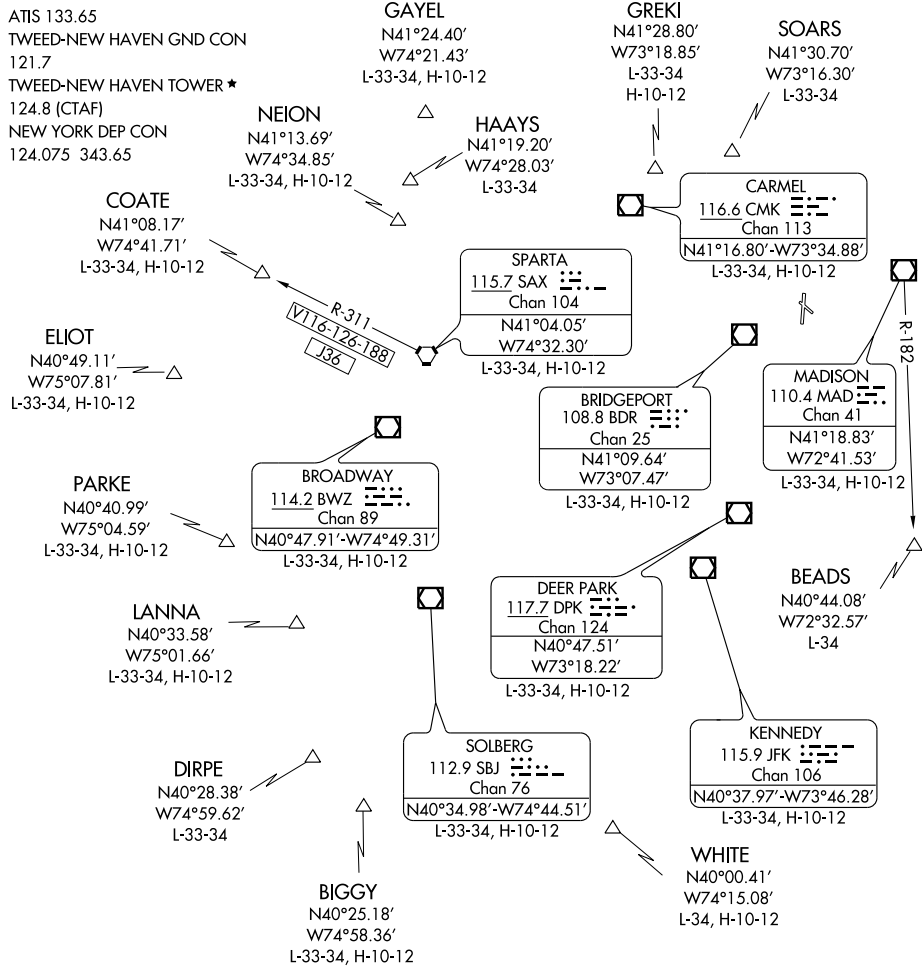
**COMMUNICATIONS:** CTAF 122.9

NORTHFIELD HELIPORT (See THOMASTON)

## BRIDGEHAVEN FIVE DEPARTURE

SL-671 (FAA)

NEW HAVEN, CONNECTICUT



NOTE: BEADS departures expect vectors to MAD R-182.

NOTE: COATE departures expect vectors to SAX/SAX R-311.

NOTE: Chart not to scale.



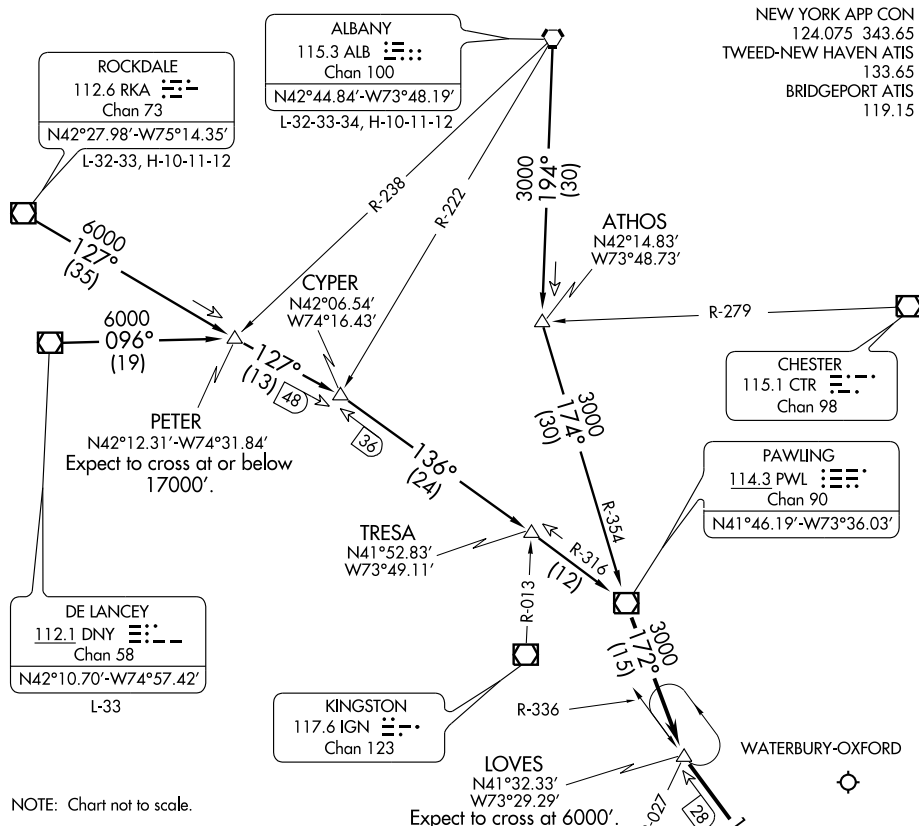
## DEPARTURE ROUTE DESCRIPTION

**TAKE-OFF ALL RUNWAYS:** Climb on runway heading, thence via vectors to assigned route/fix. Expect clearance to filed altitude/flight level 10 minutes after departure.

## BRIDGEPORT ONE ARRIVAL

ST-621 (FAA)

BRIDGEPORT, CONNECTICUT



## ARRIVAL DESCRIPTION

**ALBANY TRANSITION (ALB.BDR1):** From over ALB VORTAC via ALB R-194 to ATHOS INT, then via PWL R-354 to PWL VOR/DME. Thence . . . .

**DELANCEY TRANSITION (DNY.BDR1):** From over DNY VOR/DME via DNY R-096 to PETER INT, then via RKA R-127 to CYPER INT, then via PWL R-316 to PWL VOR/DME. Thence . . . .

**ROCKDALE TRANSITION (RKA.BDR1):** From over RKA VOR/DME via RKA R-127 to CYPER INT, then via PWL R-316 to PWL VOR/DME. Thence . . . .

. . . . From over PWL VOR/DME via PWL R-172 to LOVES INT. Then via BDR R-336 to DENNNA INT. Expect radar vectors to the final approach course.

NOTE: This procedure applicable to jet aircraft only.

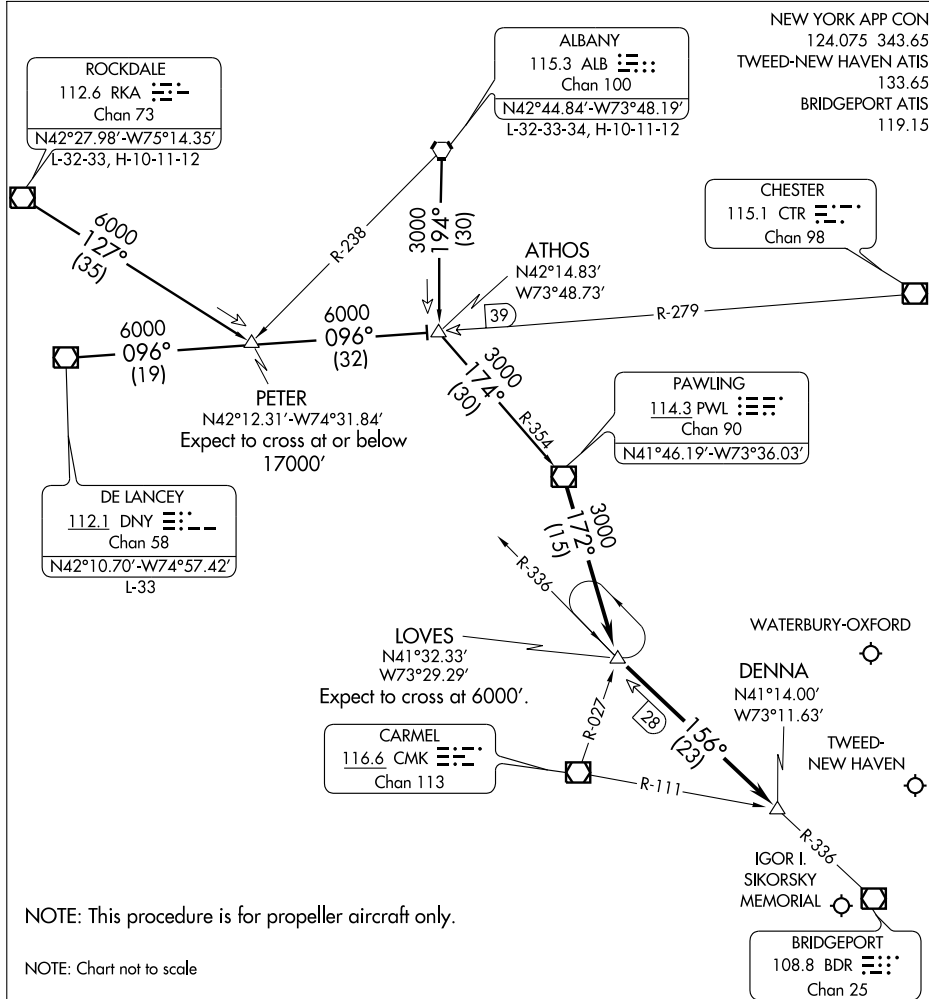
## BRIDGEPORT ONE ARRIVAL

BRIDGEPORT, CONNECTICUT

## DENNA TWO ARRIVAL

ST-621 (FAA)

BRIDGEPORT, CONNECTICUT



ALBANY TRANSITION (ALB.DENNA2): From over ALB VORTAC via ALB R-194 to ATHOS INT, then via PWL R-354 to PWL VOR/DME. Thence....

DELANCEY TRANSITION (DNY.DENNA2): From over DNY VOR/DME via DNY R-096 to ATHOS INT, then via PWL R-354 to PWL VOR/DME. Thence....

ROCKDALE TRANSITION (RKA.DENNA2): From over RKA VOR/DME via RKA R-127 to PETER INT, then via DNY R-096 to ATHOS INT, then via PWL R-354 to PWL VOR/DME. Thence....

....From over PWL VOR/DME via PWL R-172 to LOVES INT. Then via BDR R-336 to DENNA INT. Expect radar vectors to final approach course.

## DENNA TWO ARRIVAL

(DENNA.DENNA2) 08325

BRIDGEPORT, CONNECTICUT

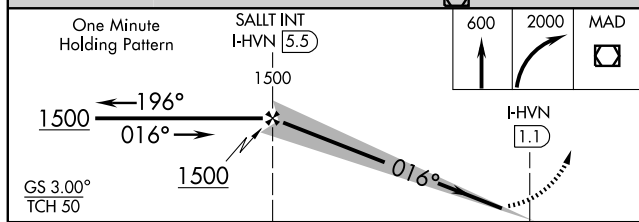
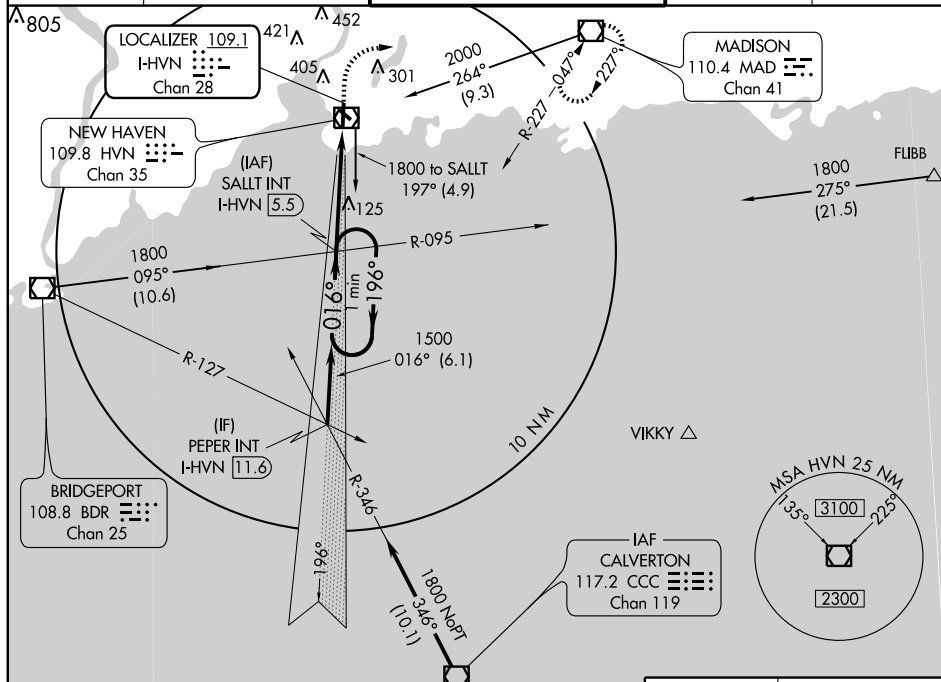
LOC/DME I-HVN <b>109.1</b> Chan <b>28</b>	APP CRS <b>016°</b>	Rwy Idg TDZE Apt Elev <b>12</b>	<b>5600</b> <b>6</b>
---	------------------------	---------------------------------------	-------------------------

## ILS or LOC RWY 2

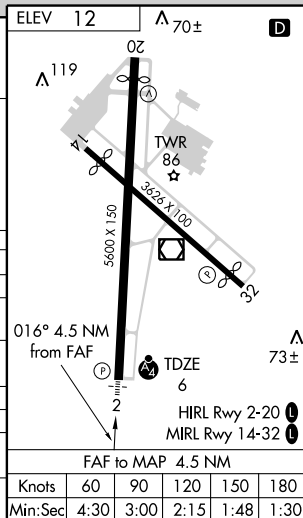
NEW HAVEN / TWEED-NEW HAVEN (HVN)

<b>▽</b> <b>▲</b>	When local altimeter setting not received, use Islip altimeter setting. Inoperative table does not apply.	<b>MAISF</b> 	<b>MISSED APPROACH:</b> Climb to 600 then climbing right turn to 2000 direct MAD VOR/DME and hold.
----------------------	--	------------------	---

ATIS <b>133.65</b>	NEW YORK APP CON <b>124.075 343.65</b>	TWEED-NEW HAVEN TOWER ★ <b>124.8</b> (CTAF) <b>0</b>	GND CON <b>121.7</b>	UNICOM <b>122.95</b>
-----------------------	---	---	-------------------------	-------------------------



CATEGORY	A	B	C	D
S-ILS 2		297/50	291 (300-1)	
S-LOC 2		400/50	394 (400-1)	400/60 394 (400-1½)
CIRCLING	720 - 1	708 (800-1)	720 - 2 708 (800-2)	720 - 2½ 708 (800-2½)
ISLP ALTIMETER SETTING MINIMUMS				
S-ILS 2		378/60	372 (400-1½)	
S-LOC 2	480/50	474 (500-1)	480/60 474 (500-1½)	480-1½ 474 (500-1½)
CIRCLING	800 - 1¼	788 (800-1¼)	800 - 2½ 788 (800-2½)	800 - 2½ 788 (800-2½)



WAAS CH <b>86999</b> <b>W02A</b>	APP CRS <b>016°</b>	Rwy Idg TDZE Apt Elev <b>5600</b> <b>6</b> <b>12</b>
--	------------------------	---

## RNAV (GPS) RWY 2

NEW HAVEN / TWEED-NEW HAVEN (HVN)

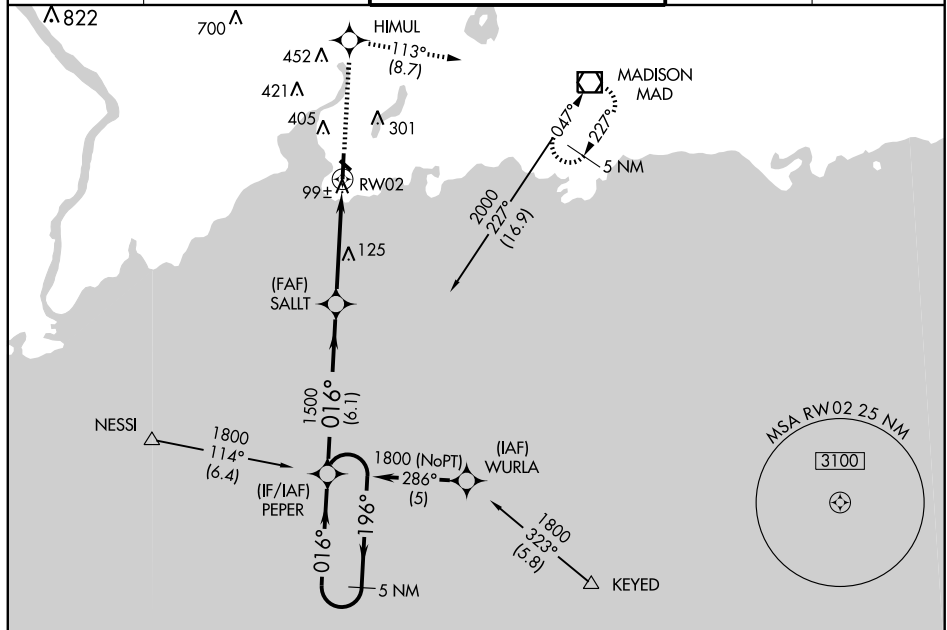
- ▼ When local altimeter setting not received, use Islip altimeter setting and increase all DAs to 405 feet and all MDAs 100 feet.
- ▲ Baro-VNAV NA when using Islip altimeter setting.  
Baro-VNAV NA below -15°C (5°F). Inoperative table does not apply.  
Procedure NA at night. DME/DME RNP -0.3 NA.

MALSF

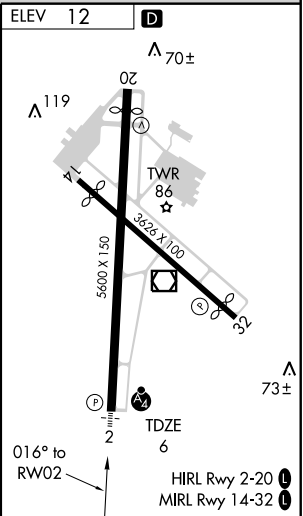


MISSED APPROACH: Climb to 2000 direct HIMUL and right turn via 113° track to MAD VOR/DME and hold.

ATIS <b>133.65</b>	NEW YORK APP CON <b>124.075 343.65</b>	TWEED-NEW HAVEN TOWER ★ <b>124.8</b> (CTAF) <b>0</b>	GND CON <b>121.7</b>	UNICOM <b>122.95</b>
-----------------------	---	---	-------------------------	-------------------------



5 NM Holding Pattern		PEPER	2000	HIMUL	trk 113°	MAD
1800		196°	016°	016°	1500	RW02
GS 3.00°		TCH 50	6.1 NM	4.5 NM		
CATEGORY	A	B	C	D		
LPV DA	324/50		318 (400-1)			
LNAV/VNAV DA	364/60		358 (400-1½)			
LNAV MDA	460/50	454 (500-1)	460/60 454 (500-1½)	460-1½ 454 (500-1½)		
CIRCLING	720 - 1¼	708 (800-1¼)	720 - 2 708 (800-2)	720 - 2¼ 708 (800-2¼)		



NEW HAVEN, CONNECTICUT

Orig 10210

NEW HAVEN / TWEED-NEW HAVEN (HVN)

41°16'N - 72°53'W

RNAV (GPS) RWY 2

VOR/DME HVN <b>109.8</b> Chan <b>35</b>	APP CRS <b>319°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>12</b>
---	------------------------	-----------------------------	---------------------------------------

NEW HAVEN / TWEED-NEW HAVEN (HVN)

**T**  
**A** When local altimeter setting not received,  
use Islip altimeter setting.

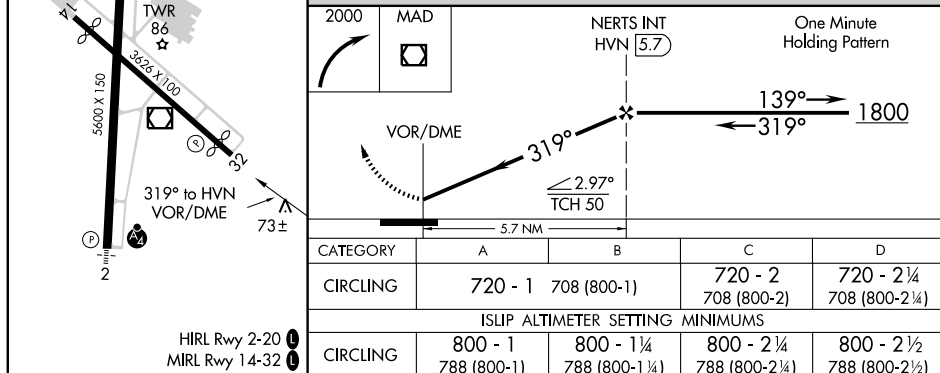
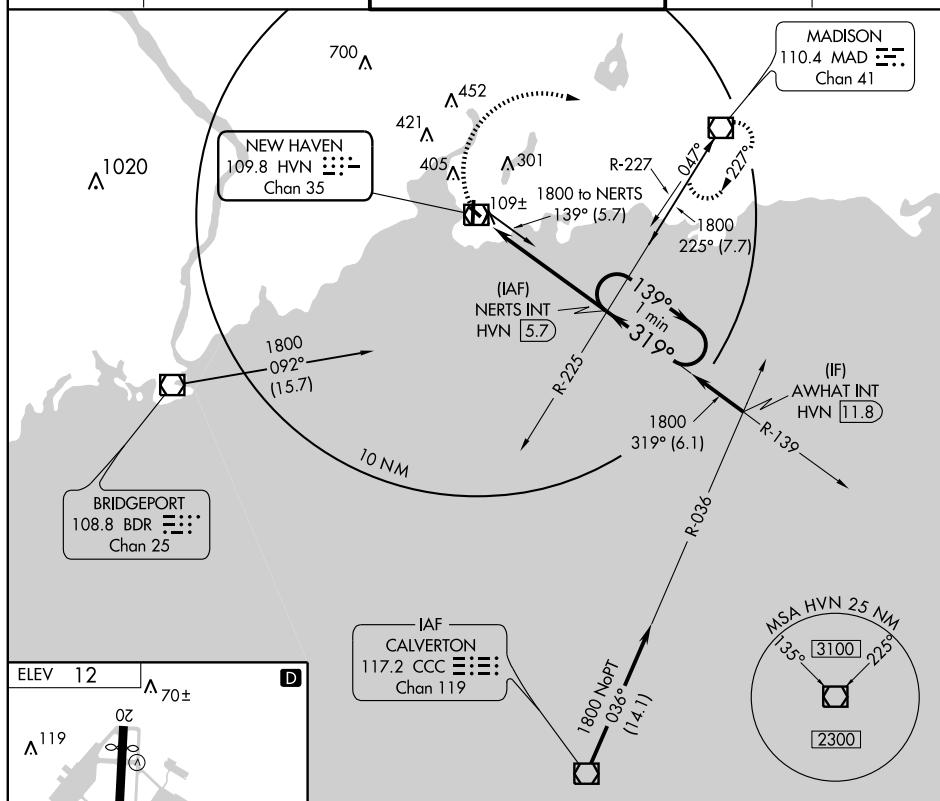
**MISSED APPROACH:** Climbing right turn to 2000 direct MAD VOR/DME and hold.

ATIS  
**133.65**

NEW YORK APP CON  
124.075 343.65

TWEED-NEW HAVEN TOWER ★  
124.8 (CTAF) **L**

GND CON  
**121.7**

UNICOM  
122.95

NEW HAVEN, CONNECTICUT

Amdt 3 10210

NEW HAVEN / TWEED-NEW HAVEN (HVN)

VOR-A

NE-1. 26 AUG 2010 to 23 SEP 2010

NE-1, 26 AUG 2010 to 23 SEP 2010

VOR RWY 2

NEW HAVEN / TWEED-NEW HAVEN (HVN)

VOR/DME HVN <b>109.8</b> Chan <b>35</b>	APP CRS <b>025°</b>	Rwy Idg <b>5600</b> TDZE <b>6</b> Apt Elev <b>12</b>
---	------------------------	--



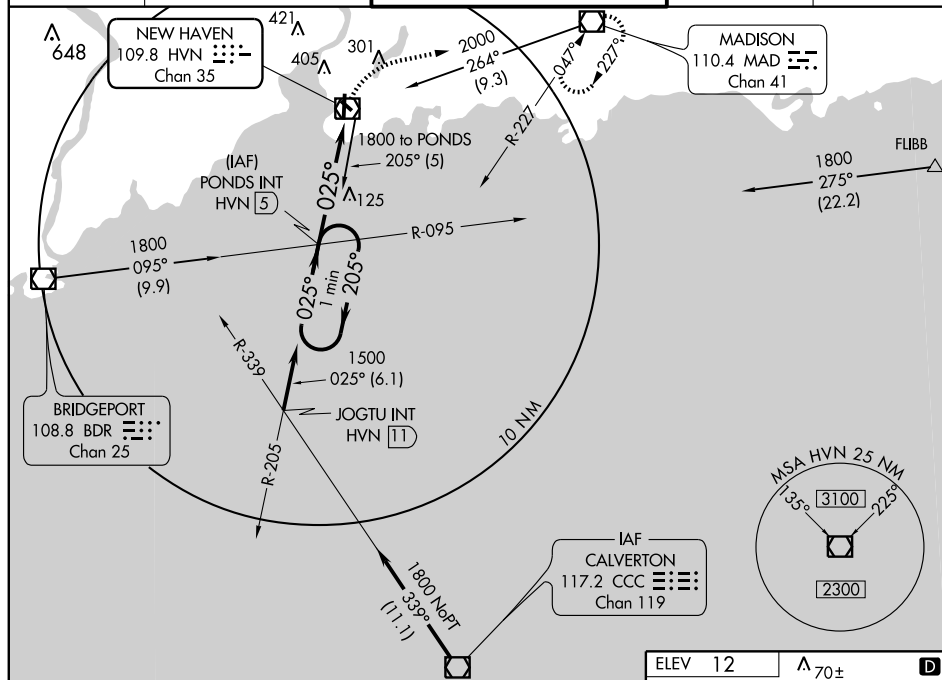
Inoperative table does not apply.  
When local altimeter setting not received,  
use Islip altimeter setting.

MALSF



**MISSED APPROACH:** Climbing right turn to 2000 direct MAD VOR/DME and hold

ATIS <b>133.65</b>	NEW YORK APP CON <b>124.075 343.65</b>	TWEED-NEW HAVEN TOWER * <b>124.8 (CTAF) 0</b>	GND CON <b>121.7</b>	UNICOM <b>122.95</b>
-----------------------	---	--	-------------------------	-------------------------



NE-1. 26 AUG 2010 to 23 SEP 2010

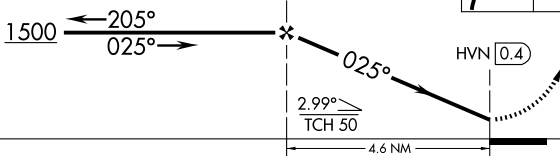
NE-1, 26 AUG 2010 to 23 SEP 2010

## One Minute Holding Pattern

PONDS IN  
HVN [5]

2000

MAD



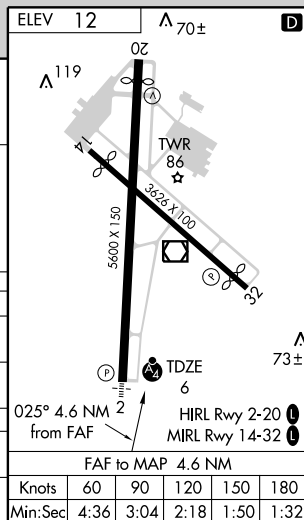
CATEGORY	A	B	C	D
S-2	420/50	414 (500-1)	420/60	414 (500-1¼)
CIRCLING	720 - 1	708 (800-1)	720 - 2 708 (800-2)	720 - 2¼ 708 (800-2¼)
ISLIP ALTITUDE SETTING MINIMUMS				
S-2	500/50	494 (500-1)	500/60 494 (500-1¼)	500 - 1½ 494 (500-1½)
CIRCLING	800 - 1 788 (800-1)	800 - 1¼ 788 (800-1¼)	800 - 2¼ 788 (800-2¼)	800 - 2½ 788 (800-2½)

NEW HAVEN, CONNECTICUT

Amdt 23 10210

NEW HAVEN / TWEED-NEW HAVEN (HVN)

VOR RWY 2



41°16'N - 72°53'W



10210

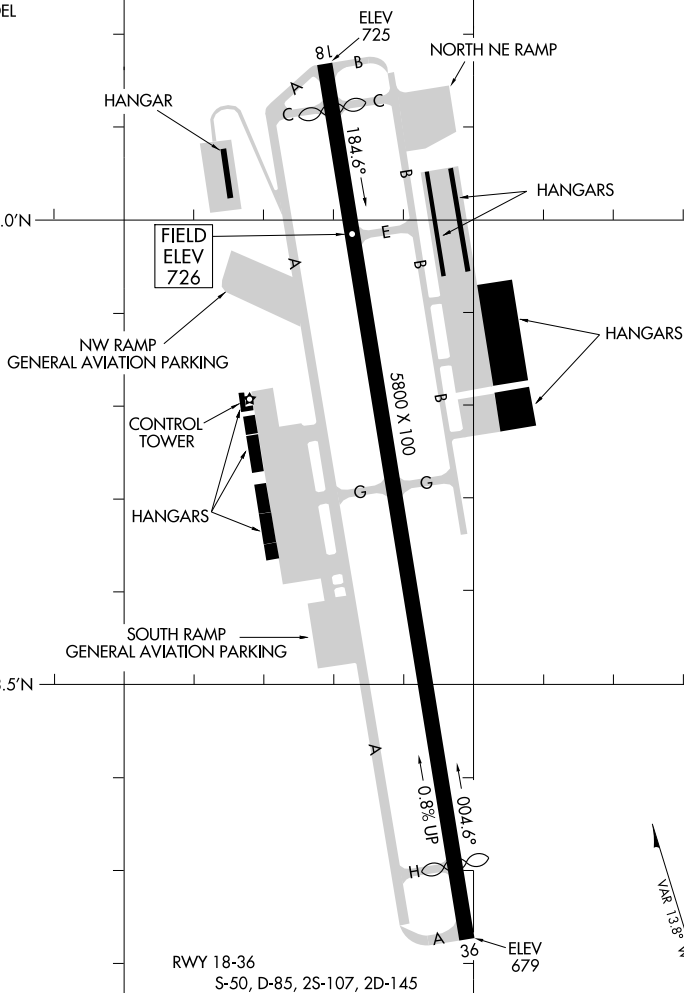
## AIRPORT DIAGRAM

AL-5785 (FAA)

OXFORD/ WATERBURY-OXFORD (OXC)  
OXFORD, CONNECTICUT

ATIS  
132.975  
OXFORD TOWER ★  
118.475  
GND CON  
121.65  
CLNC DEL  
121.65

D



NE-1, 26 AUG 2010 to 23 SEP 2010

NE-1, 26 AUG 2010 to 23 SEP 2010

## AIRPORT DIAGRAM

10210

OXFORD, CONNECTICUT  
OXFORD/ WATERBURY-OXFORD (OXC)

**NORWICH** N41°33.38' W71°59.96' NOTAM FILE BDR.

(L) VOR/DME 110.0 ORW Chan 37 203° 13.7 NM to Groton-New London. 310/14W.

RCO 122.1R 110.0T (BRIDGEPORT RADIO)

NEW YORK

H-101, L-33B, 341

## OXFORD

**WATERBURY-OXFORD** (OXC) 3 N UTC-5(-4DT) N41°28.71' W73°08.12'

NEW YORK

H-101, 121, L-33B, 341

726 B S4 FUEL 100LL, JET A TPA—See Remarks NOTAM FILE OXC

RWY 18-36: H5800X100 (ASPH-GRVD) S-50, D-85, 2S-107, 2D-145 HIRL 0.8% up N IAP, AD

RWY 18: VASI(V4L)—GA 3.0°TCH 56'. Thld dsplcd 300'. Tree.

RWY 36: REIL. PAPI(P4L)—GA 3.0° TCH 56'. Thld dsplcd 500'.

P-lines.

### RUNWAY DECLARED DISTANCE INFORMATION

RWY 18: TORA-5800 TODA-5800 ASDA-5300 LDA-5000

RWY 36: TORA-5800 TODA-5800 ASDA-5500 LDA-5000

**AIRPORT REMARKS:** Attended continuously. Deer and birds on and in/ov arpt. 748' electric transmission towers running NE to SW 0.2 miles north of middle marker. PAEW vicinity Rwy 18-36 safety zone summer only SR-SS (mowing in progress daily). Arpt CLOSED to air carrier ops. Touch and go landings and practice low approaches prohibited between 0400-1200Z. Practice low approach Rwy 36 not allowed when Rwy 18 is active. All sod areas CLOSED. Rwy 36 calm wind rwy. TPA for acft up to 12,500 lbs 1699 (973), acft over 12,500 lbs 2199 (1473). Twy B south of Twy G reflectors only. Twy D reflectors only. ACTIVATE HIRL Rwy 18-36—CTAF. Ldg fee for business, corporate and revenue producing acft.

**WEATHER DATA SOURCES:** AWOS-3 132.975 (203) 262-1190.

**COMMUNICATIONS:** CTAF 118.475 ATIS 132.975 (203) 262-1190 UNICOM 122.7

Ⓡ NEW YORK APP/DEP CON 124.075 135.1 CLNC DEL 135.1

TOWER 118.475 (1100-0200Z) GND CON 121.65

CLNC DEL 121.65

**AIRSPACE:** CLASS D svc 1100-0200Z other times CLASS G.

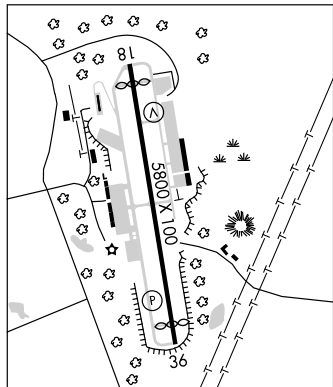
**RADIO AIDS TO NAVIGATION:** NOTAM FILE BDR.

MADISON (L) VOR/DME 110.4 MAD Chan 41 N41°18.83' W72°41.53' 309° 22.3 NM to fld. 220/13W.

CLERA NDB (MHW) 362 JWE N41°22.94' W73°06.75' 004° 5.9 NM to fld.

NDB (MHW) 257 TBY N41°31.76' W73°08.63' 187° 3.1 NM to fld. Unusable beyond 10 NM.

ILS/DME 109.55 I-OXC Chan 32 (Y) Rwy 36. Class IIB. ILS unmonitored. LOC unusable byd OM above 5200 and at thld abv 1700 ft.



## PLAINVILLE

**ROBERTSON FLD** (4B8) 2 N UTC-5(-4DT) N41°41.42' W72°51.89'

NEW YORK

L-33B, 341

200 B S4 FUEL 100LL, JET A OX 1 TPA—See Remarks NOTAM FILE BDR

RWY 02-20: H3612X75 (ASPH) S-25 MIRL

RWY 02: REIL. RWY 20: REIL. Trees.

**AIRPORT REMARKS:** Attended Oct-Apr 1130-0100Z, May-Sep 1230-0100Z. ACTIVATE MIRL Rwy 02-20—CTAF. REIL Rws 02 and 20 opr when rwy lgts on high intensity. TPA for acft less than 12,500 pounds 1000 (800), for acft 12,500 pounds and above 1500 (1300). Ldg fee for commercial and corporate acft only.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

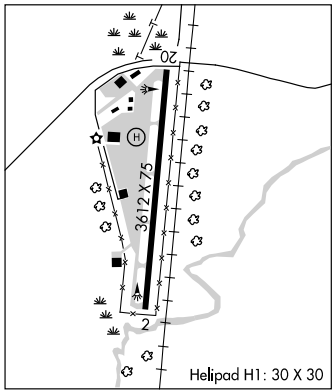
BRADLEY CLNC DEL 134.5

**RADIO AIDS TO NAVIGATION:** NOTAM FILE HFD.

HARTFORD (L) VOR/DME 114.9 HFD Chan 96 N41°38.47'

W72°32.85' 295° 14.6 NM to fld. 849/13W. HIWAS.

HELIPAD H1: H30X30 (ASPH)

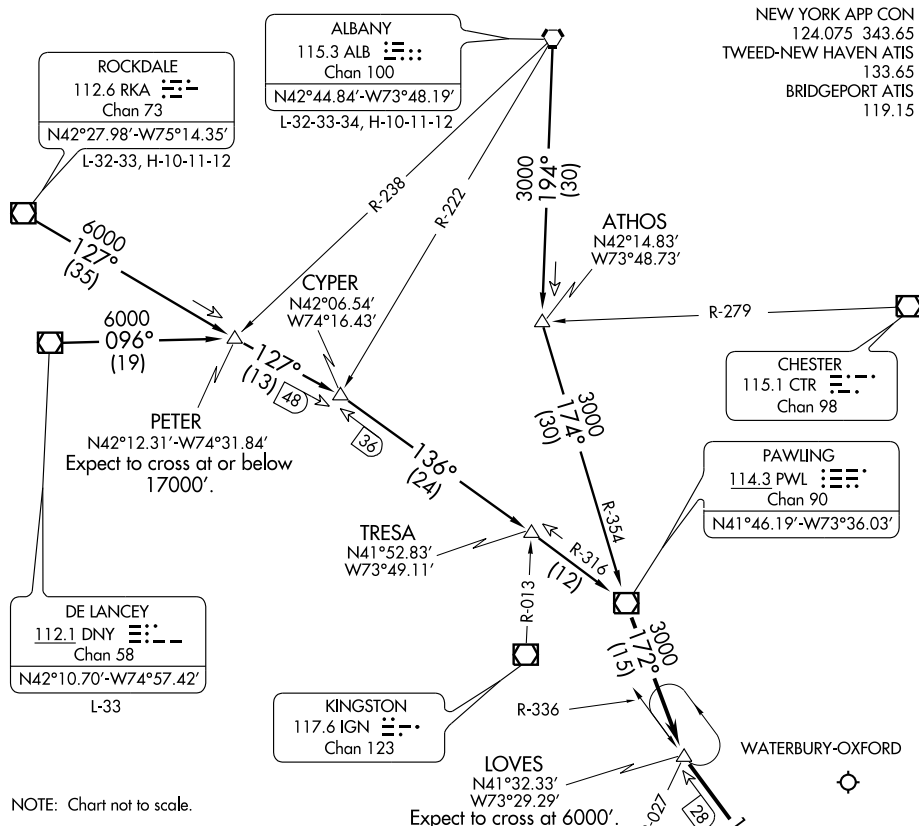


Helipad H1: 30 X 30

## BRIDGEPORT ONE ARRIVAL

ST-621 (FAA)

BRIDGEPORT, CONNECTICUT



## ARRIVAL DESCRIPTION

**ALBANY TRANSITION (ALB.BDR1):** From over ALB VORTAC via ALB R-194 to ATHOS INT, then via PWL R-354 to PWL VOR/DME. Thence . . . .

**DELANCEY TRANSITION (DNY.BDR1):** From over DNY VOR/DME via DNY R-096 to PETER INT, then via RKA R-127 to CYPER INT, then via PWL R-316 to PWL VOR/DME. Thence . . . .

**ROCKDALE TRANSITION (RKA.BDR1):** From over RKA VOR/DME via RKA R-127 to CYPER INT, then via PWL R-316 to PWL VOR/DME. Thence . . . .

. . . . From over PWL VOR/DME via PWL R-172 to LOVES INT. Then via BDR R-336 to DENNA INT. Expect radar vectors to the final approach course.

NOTE: This procedure applicable to jet aircraft only.

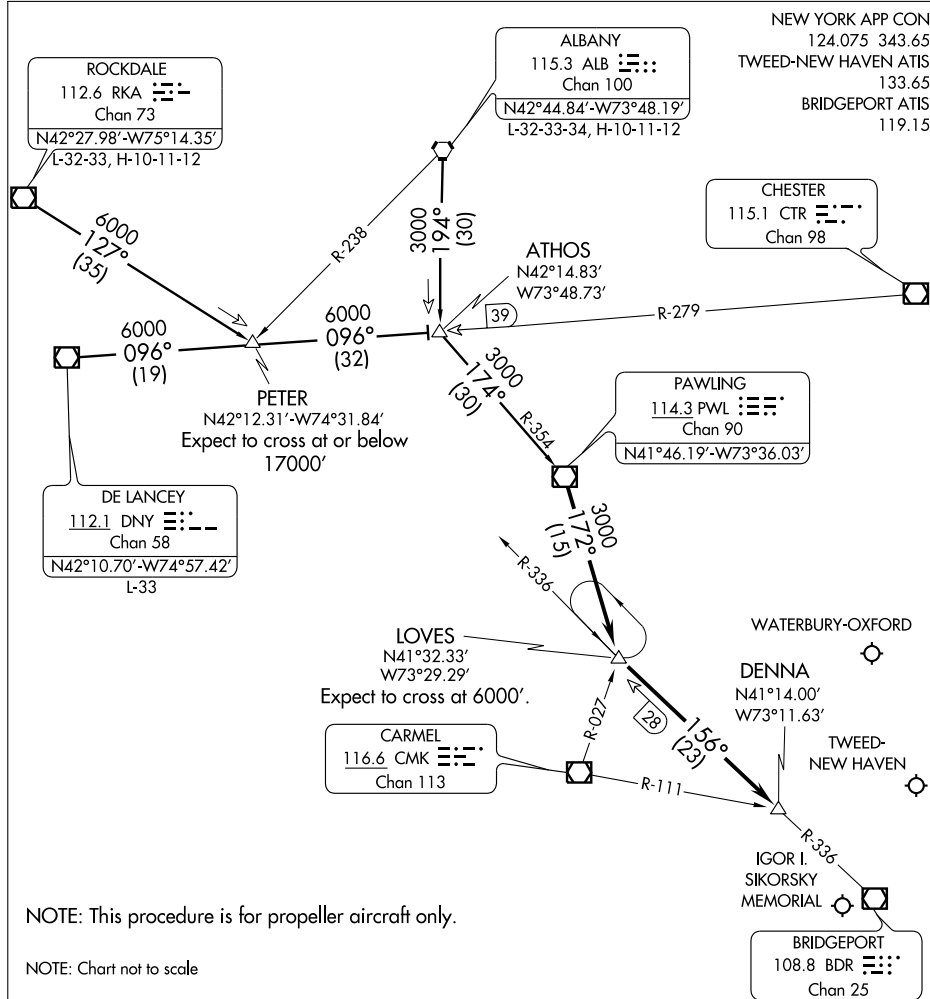
## BRIDGEPORT ONE ARRIVAL

BRIDGEPORT, CONNECTICUT

## DENNA TWO ARRIVAL

ST-621 (FAA)

BRIDGEPORT, CONNECTICUT



**ALBANY TRANSITION (ALB.DENNA2):** From over ALB VORTAC via ALB R-194 to ATHOS INT, then via PWL R-354 to PWL VOR/DME. Thence....

**DELANCEY TRANSITION (DNY.DENNA2):** From over DNY VOR/DME via DNY R-096 to ATHOS INT, then via PWL R-354 to PWL VOR/DME. Thence....

**ROCKDALE TRANSITION (RKA.DENNA2):** From over RKA VOR/DME via RKA R-127 to PETER INT, then via DNY R-096 to ATHOS INT, then via PWL R-354 to PWL VOR/DME. Thence....

....From over PWL VOR/DME via PWL R-172 to LOVES INT. Then via BDR R-336 to DENNA INT. Expect radar vectors to final approach course.

## DENNA TWO ARRIVAL

(DENNA.DENNA2) 08325

BRIDGEPORT, CONNECTICUT

LOC/DME I-OXC  
**109.55**  
Chan **32** (Y)

APP CRS  
005°

Rwy Idg	<b>5000</b>
TDZE	<b>721</b>
Apt Elev	<b>726</b>


ILS or LOC RWY 36  
OXFORD / WATERBURY-OXFORD (OXC)

**T**  
**A** NA

**MISSED APPROACH:** Climb to 1 200, then climbing left turn to 2500 direct CLERA NDB and hold.

ATIS  
132.975

NEW YORK APP CON  
124.075 343.65

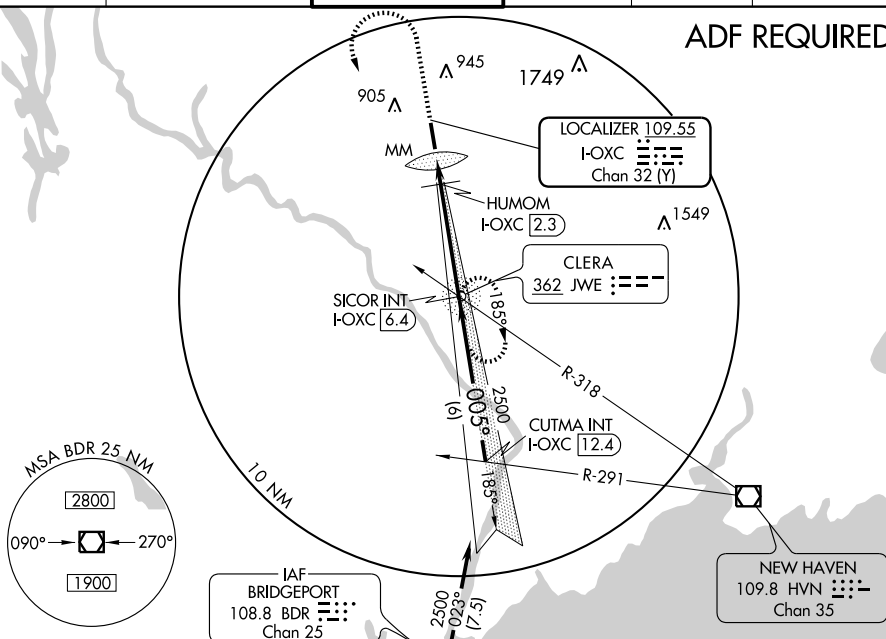
OXFORD TOWER ★  
118.475 (CTAF) 

GND COM  
121.65

CLNC DE  
**121.65**

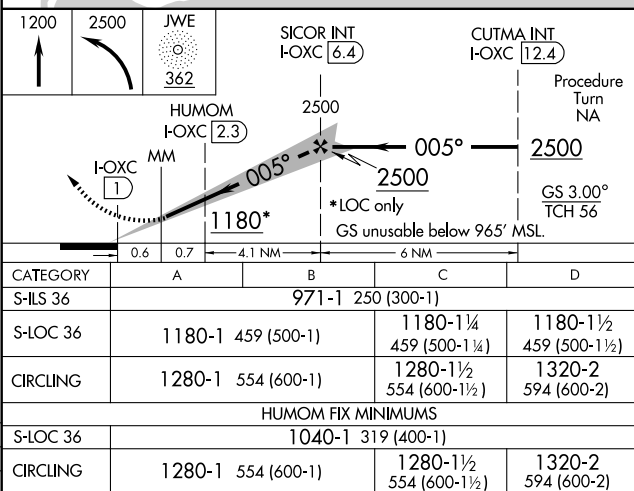
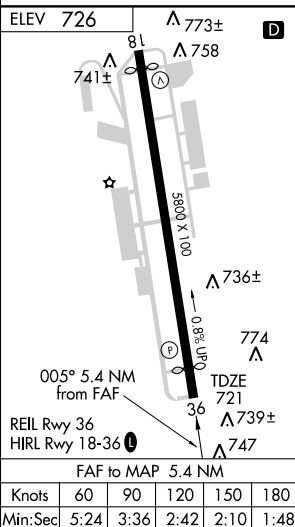
UNICOM  
122.7

## ADF REQUIRED



NE-1, 26 AUG 2010 to 23 SEP 2010

NE-1. 26 AUG 2010 to 23 SEP 2010



OXFORD, CONNECTICUT  
Amdt 13 09015

OXFORD / WATERBURY-OXFORD (OXC)

41°29'N - 73°08'W

ILS or LOC RWY 36

WAAS CH <b>42901</b> <b>W18A</b>	APP CRS <b>185°</b>	Rwy Idg TDZE Apt Elev <b>5000</b> <b>726</b> <b>726</b>
--	------------------------	--

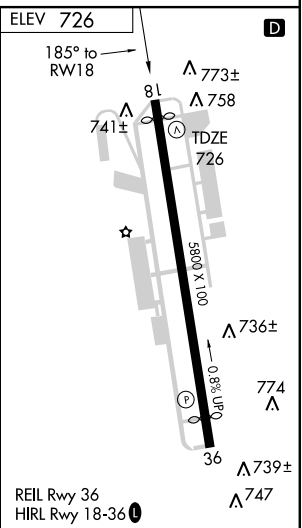
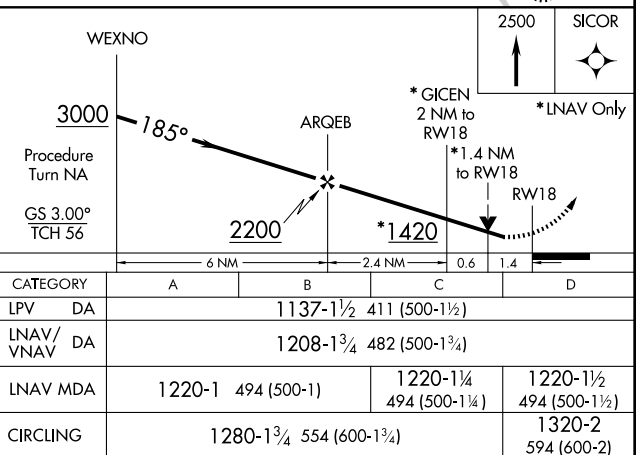
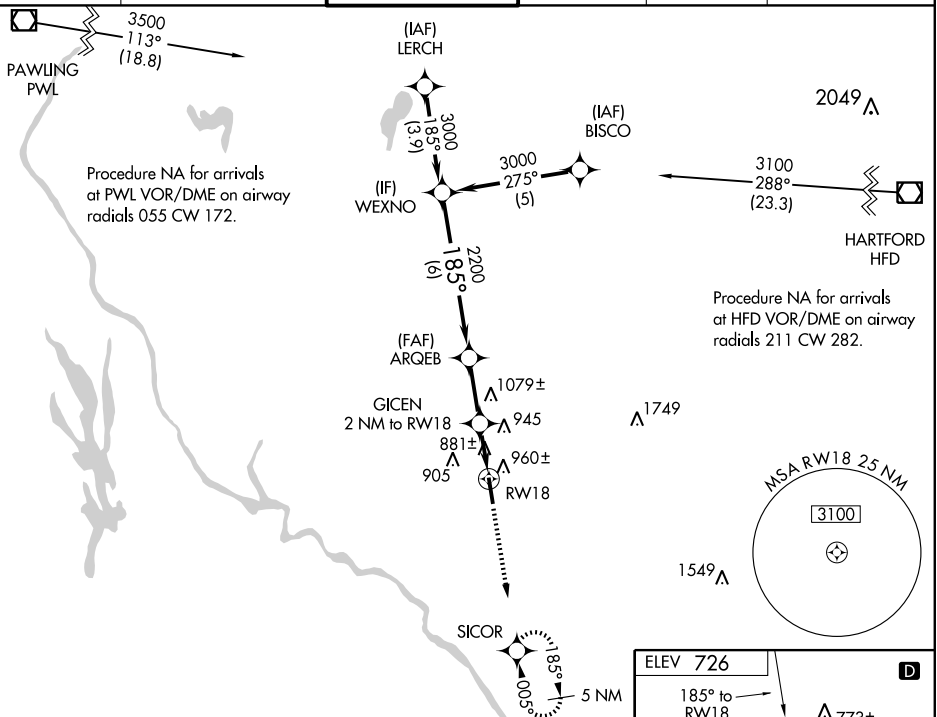
# RNAV (GPS) RWY 18

OXFORD / WATERBURY-OXFORD (OXC)

**T** DME/DME RNP-0.3 NA. If local altimeter setting not received, use Danbury altimeter setting and increase all DAs/MDAs 80 feet. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (117°F). VDP and Baro-VNAV NA with Danbury altimeter setting. Visibility reduction by helicopters NA.

**MISSED APPROACH:** Climb to 2500 direct SICOR and hold.

ATIS <b>132.975</b>	NEW YORK APP CON <b>124.075 343.65</b>	OXFORD TOWER ★ <b>118.475 (CTAF)</b> <b>0</b>	GND CON <b>121.65</b>	CLNC DEL <b>121.65</b>	UNICOM <b>122.7</b>
------------------------	---	--	--------------------------	---------------------------	------------------------



APP CRS  
**005°**

Rwy Idg **5000**  
TDZE **721**  
Apt Elev **726**

# RNAV (GPS) RWY 36

OXFORD / WATERBURY-OXFORD (OXC)

**▽** GPS or RNP-0.3 required.  
**△** NA DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing left turn to 2500 direct CUTMA WP and hold.

ATIS  
**132.975**

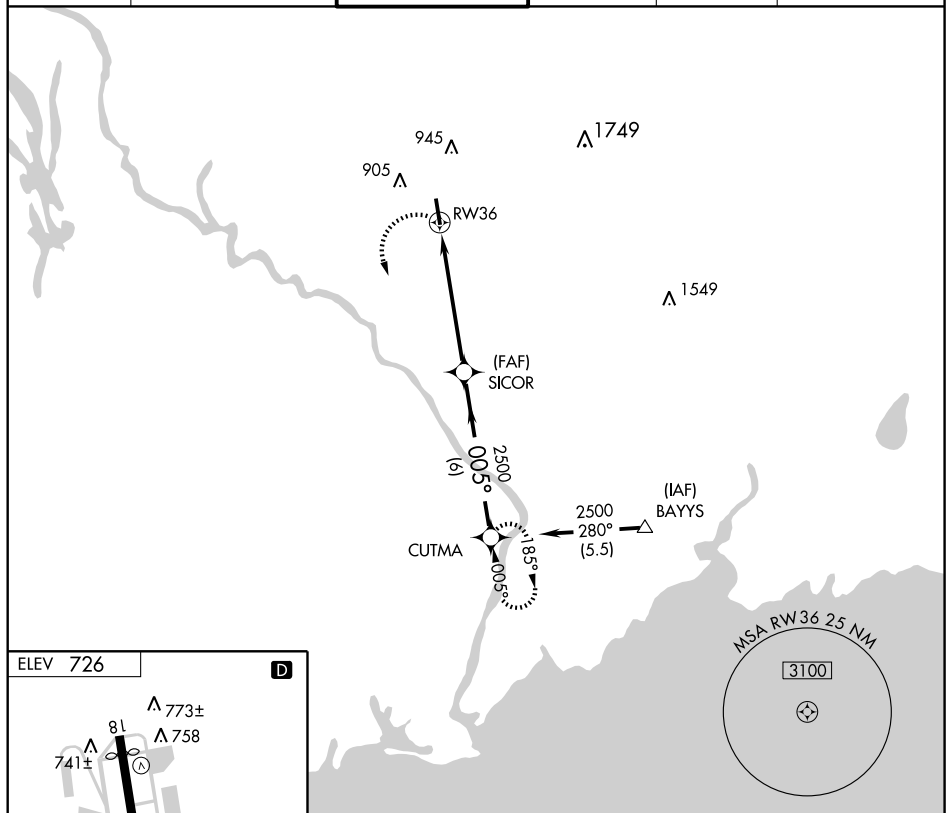
NEW YORK APP CON  
**124.075 343.65**

OXFORD TOWER ★  
**118.475 (CTAF)** **0**

GND CON  
**121.65**

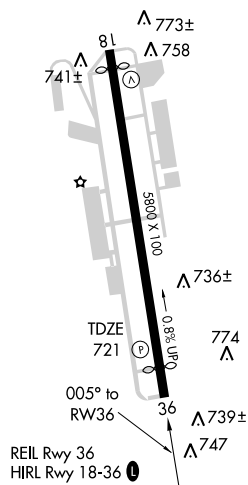
CLNC DEL  
**121.65**

UNICOM  
**122.7**

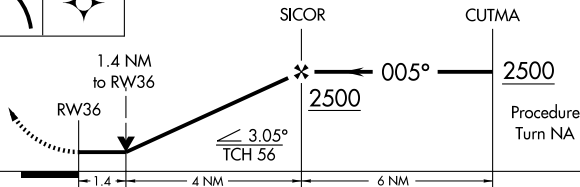


ELEV 726

**D**



2500 CUTMA



CATEGORY	A	B	C	D
LNAV MDA	1200-1 479 (500-1)	1200-1¼ 479 (500-1¼)	1200-1½ 479 (500-1½)	1200-1½ 479 (500-1½)
CIRCLING	1280-1¼ 554 (600-1¼)	1280-1½ 554 (600-1½)	1320-2 594 (600-2)	1320-2 594 (600-2)

**WATERBURY** (N41) 4 N UTC-5(-4DT) N41°38.01' W73°02.81'

NEW YORK

850 NOTAM FILE BDR

RWY 17-35: 2005X135 (TURF)

RWY 17: Trees. RWY 35: Road.

RWY 02-20: 1600X250 (TURF)

RWY 02: Trees. RWY 20: Trees.

**AIRPORT REMARKS:** Unattended. Extreme CAUTION Ldg/taxi app end Rwy 35 winter months and after heavy rain, poor drainage.

**COMMUNICATIONS:** CTAF 122.9

**COMM/NAV/WEATHER REMARKS:** Clnc del thru Bridgeport FSS (BDR) 1-866-293-5149.

**WATERBURY** N41°31.76' W73°08.62' NOTAM FILE BDR.

NEW YORK

NDB (MHW) 257 TBY 187° 3.1 NM to Waterbury-Oxford. Unusable byd 10 NM.

L-33B, 34I

**WATERBURY-OXFORD** (See OXFORD)

## WILLIMANTIC

**WINDHAM** (IJD) 3 NE UTC-5(-4DT) N41°44.64' W72°10.81'

NEW YORK

247 B S4 FUEL 100LL, JET A TPA-1247(1000) NOTAM FILE IJD

L-33C, 34J

RWY 09-27: H4278X100 (ASPH) S-30 MIRL

IAP

RWY 09: Thld dsplcd 261'. Trees.

RWY 27: REIL. PAPI(P4L). Tree.

RWY 18-36: H2797X75 (ASPH) S-30 0.4% up S

RWY 18: Trees. RWY 36: Thld dsplcd 799'. Trees.

**AIRPORT REMARKS:** Attended 1300Z±-dusk. Birds on and invof arpt. 4 obstruction lgts on surrounding hills OTS indef. ACTIVATE MIRL Rwy 09-27, REIL Rwy 27 and PAPI Rwy 27 opr 24 hrs-CTAF. Ldg fee for business, corporate and revenue producing acft.

**WEATHER DATA SOURCES:** ASOS 133.675 (860) 456-8839.

**COMMUNICATIONS:** CTAF/UNICOM 122.975

NORWICH RCO 122.1R 110.0T (BRIDGEPORT RADIO)

BOSTON CENTER APP CON 124.85 (0500-1045Z±)

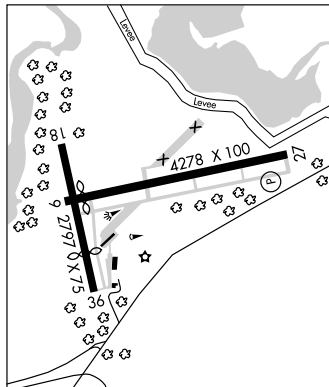
® BRADLEY APP/DEP CON 127.8 BRADLEY CLNC DEL 128.6

**RADIO AIDS TO NAVIGATION:** NOTAM FILE BDR.

NORWICH (L) VOR/DME 110.0 ORW Chan 37

N41°33.38' W71°59.96' 338° 13.9 NM to fld. 310/14W.

ILS/DME 108.35 I-IJD Chan 20Y Rwy 27 (LOC only). DME unusable byd 12 NM. LOC unusable byd 20° right and left side of course.



**WINDHAM** (See WILLIMANTIC)

**WINDSOR LOCKS** N41°56.37' W72°40.49'

NEW YORK

RCO 122.3 (BRIDGEPORT RADIO)

L-33C, 34J



LOC/DME I-IJD <b><u>108.35</u></b> Chan <b>20</b> (Y)	APP CRS <b>269°</b>	Rwy Idg <b>4278</b> TDZE <b>240</b> Apt Elev <b>247</b>
---	------------------------	---

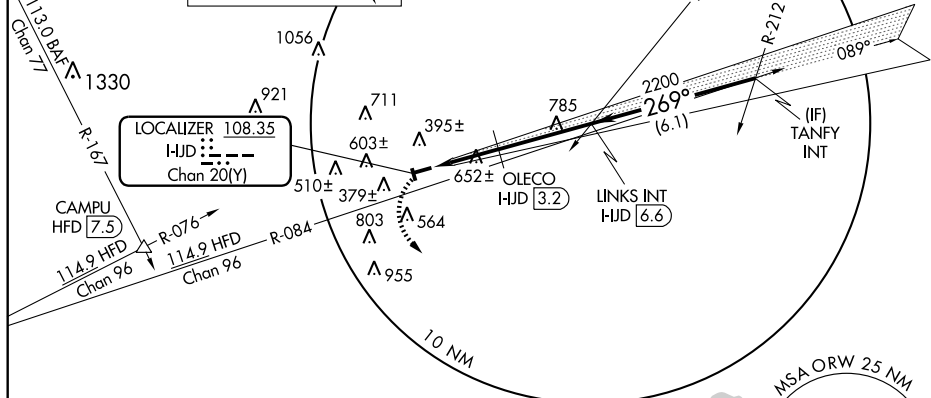
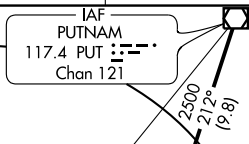
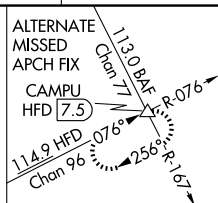
LOC RWY 27  
WILLIMANTIC/ WINDHAM (IJD)

**T** Visibility reduction by helicopters NA. When local altimeter setting not received, use Windsor  
**A** Locks altimeter setting and increase all MDA 80 feet and increase S-27 Cat C, Circling Cat C,  
 OLECO Fix Minimums S-27 Cat B and C, and Circling Cat B and C visibilities ¼ mile.

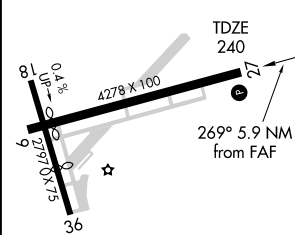
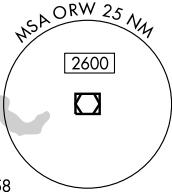
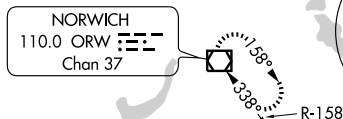
**MISSED APPROACH:** Climbing left turn to 2600 direct ORW VOR/DME and hold.

ASOS  
133.675BRADLEY APP CON  
127.8 269.325

CLNC DEL  
**128.6**

UNICOM  
122.975 (CTAF) **L**

ELEV	247
------	-----



REIL Rwy 27 **L**  
MIRL Rwy 9-27 **L**

FAF to MAP 5.9 NM

Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

Diagram illustrating the OLECO FIX MINIMUMS procedure. The path starts at 2600 (ORW) and proceeds through various altitudes and distances. Key points include 1120 (when using Windsor Locks altimeter setting), OLECO I-JHD [3.2], LINKS INT I-JHD [6.6], 2200, and 269°. The path ends at 2500 (Procedure Turn NA). The path is divided into three segments: 2.5 NM, 3.4 NM, and 6.1 NM. Other labels include I-JHD [0.7], 1040, 3.06°, and TCH 40.

CATEGORY	A	B	C	D
S-27	1040-1 800 (800-1)	1040-1¼ 800 (800-1¼)	1040-2¼ 800 (800-2¼)	NA
CIRCLING	1040-1 793 (800-1)	1040-1¼ 793 (800-1¼)	1040-2¼ 793 (800-2¼)	NA

OLECO FIX MINIMUMS

	920-1	680 (700-1)	920-2 680 (700-2)	NA
S-27	920-1	680 (700-1)	920-2 680 (700-2)	NA
CIRCLING	920-1	673 (700-1)	960-2 713 (800-2)	NA

WILLIMANTIC, CONNECTICUT  
Amdt 3 22OCT09

41°45'N - 72°11'W

WILLIMANTIC/ WINDHAM (IJD)  
LOC RWY 27

NE-1. 26 AUG 2010 to 23 SEP 2010

APP CRS	Rwy Idg	<b>4017</b>
<b>089°</b>	TDZE	<b>240</b>
	Apt Elev	<b>247</b>

**RNAV (GPS) RWY 9**

WILLIMANTIC / WINDHAM (IJD)



GPS or RNP-0.3 Required.  
DME/DME RNP-0.3 NA.

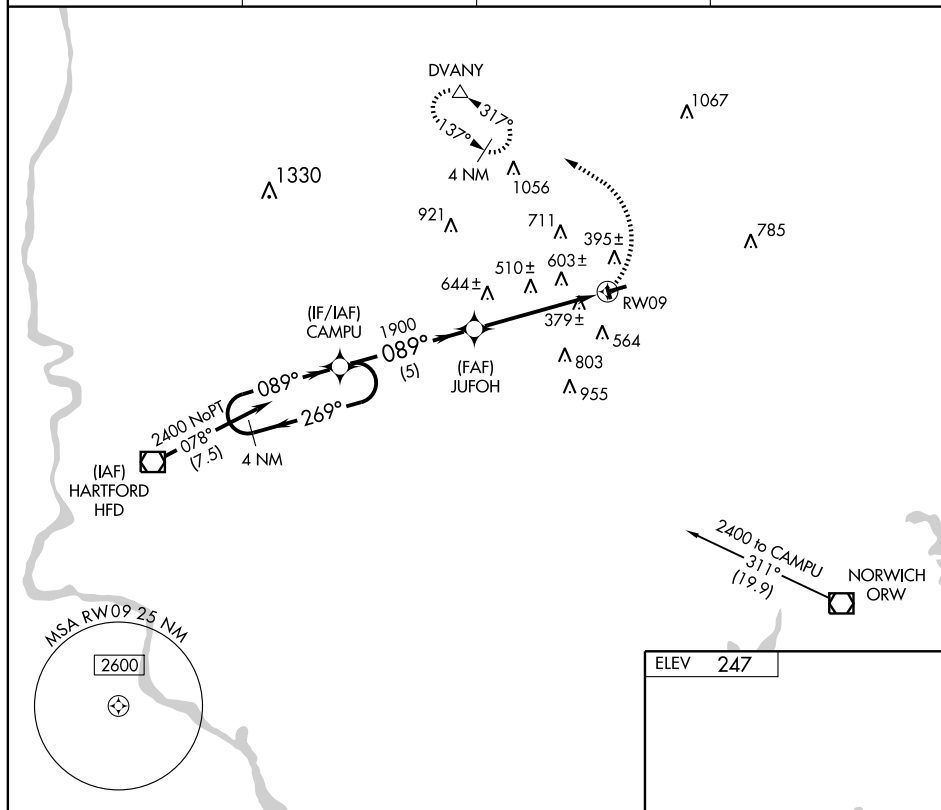
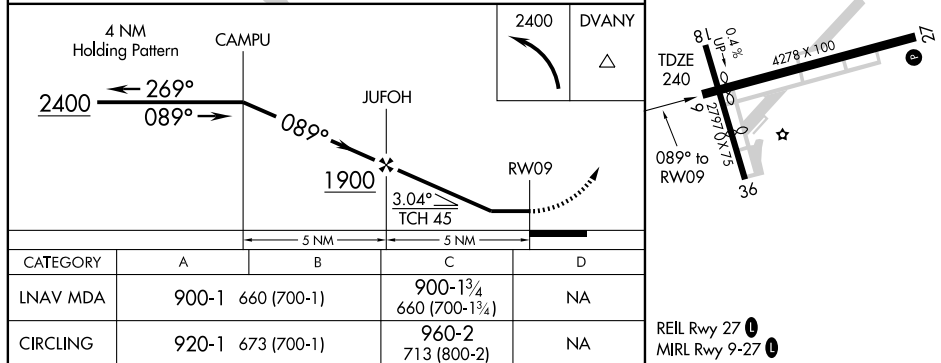
MISSED APPROACH: Climbing left turn  
to 2400 direct DVANY WP and hold.

ASOS  
**133.675**

BRADLEY APP CON  
**127.8 269.325**

CLNC DEL  
**128.6**

UNICOM  
**122.975 (CTAF)**

ELEV **247**

WILLIMANTIC, CONNECTICUT

Orig-A 10154

41°45'N - 72°11'W

WILLIMANTIC / WINDHAM (IJD)

**RNAV (GPS) RWY 9**

NE-1, 26 AUG 2010 to 23 SEP 2010

NE-1, 26 AUG 2010 to 23 SEP 2010

APP CRS	Rwy Idg	<b>4278</b>
<b>270°</b>	TDZE	<b>240</b>
	Apt Elev	<b>247</b>

## RNAV (GPS) RWY 27

WILLIMANTIC / WINDHAM (IJD)



GPS or RNP-0.3 Required.  
DME/DME RNP-0.3 NA.

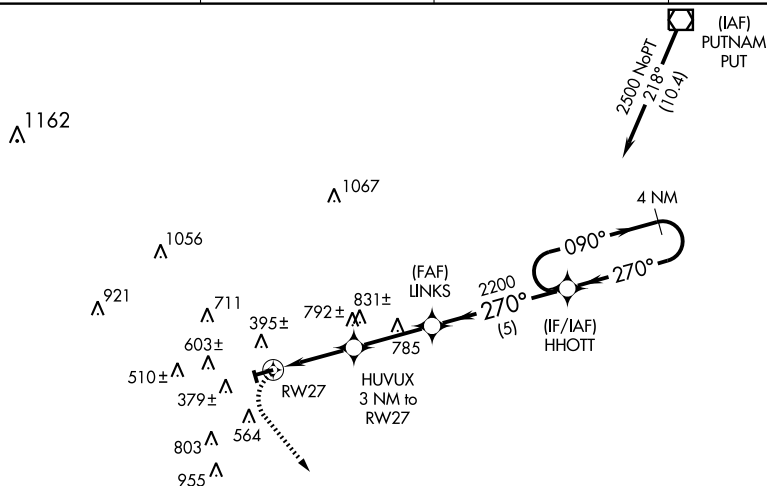
**MISSED APPROACH:** Climbing left turn to 2600 direct ORW VOR/DME and hold.

ASOS  
**133,675**

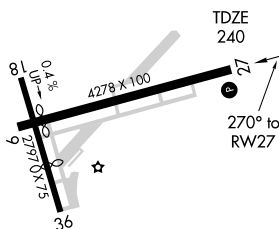
BRADLEY APP CON  
127.8 269,325

CLNC DEL  
**128,6**

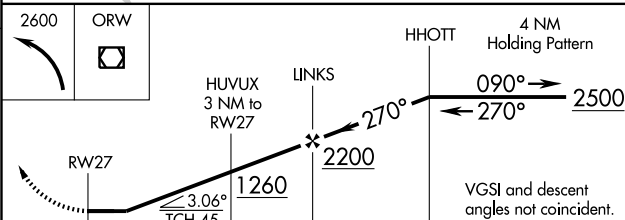
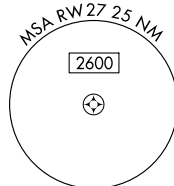
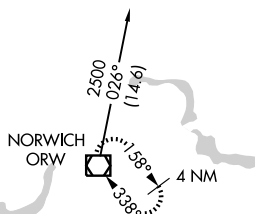
UNICOM  
122.975 (CTAF) **L**



ELEV 247



REIL Rwy 27 **L**  
MIRL Rwy 9-27 **L**



CATEGORY	A	B	C	D
LNAV MDA	960-1	720 (800-1)	960-2 720 (800-2)	NA
CIRCLING	960-1	713 (800-1)	960-2 713 (800-2)	NA

WILLIMANTIC, CONNECTICUT

Orig-A 10154

41°45'N - 72°11'W

WILLIMANTIC / WINDHAM (IJD)

RNAV (GPS) RWY 27

NE-1, 26 AUG 2010 to 23 SEP 2010

NE-1. 26 AUG 2010 to 23 SEP 2010

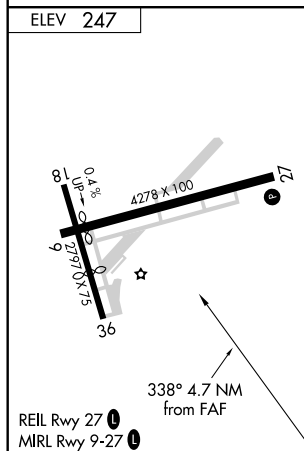
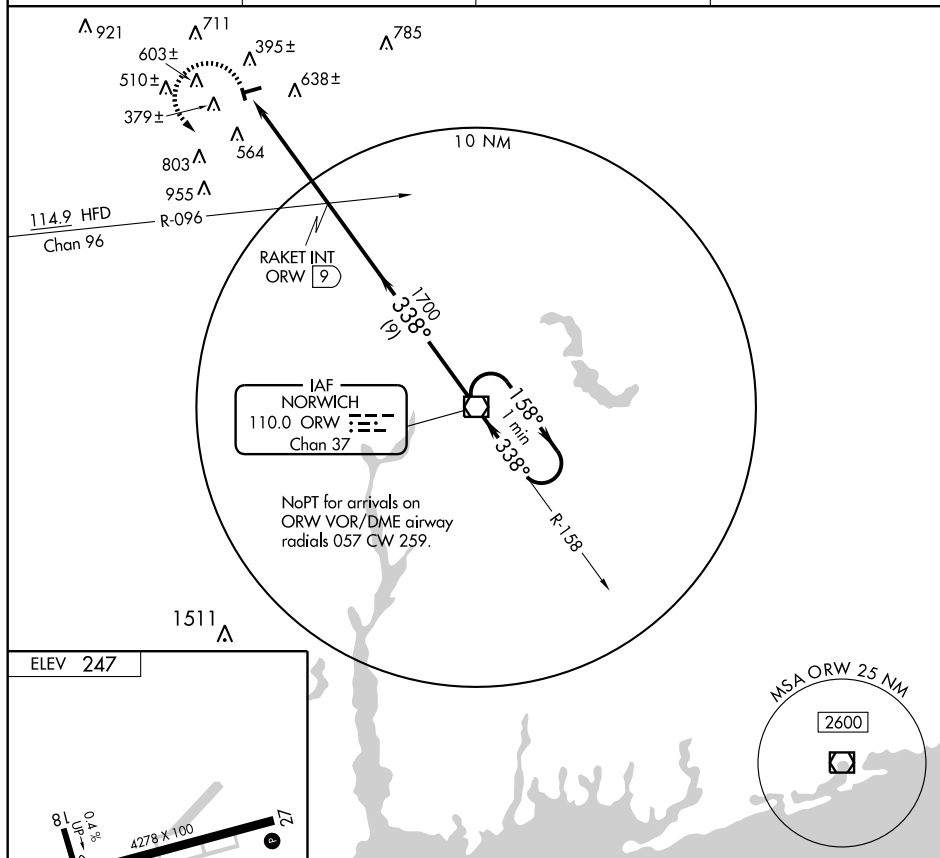
VOR/DME ORW <b>110.0</b> Chan <b>37</b>	APP CRS <b>338°</b>	Rwy Idg TDZE Apt Elev	N/A N/A <b>247</b>
---	------------------------	-----------------------------	--------------------------

**VOR-A**  
WILLIMANTIC/ WINDHAM (IJD)



MISSED APPROACH: Climbing left turn to  
2600 direct ORW VOR/DME and hold.

ASOS <b>133.675</b>	BRADLEY APP CON <b>127.8 269.325</b>	CLNC DEL <b>128.6</b>	UNICOM <b>122.975</b> (CTAF) <b>0</b>
------------------------	---	--------------------------	--



FAF to MAP 4.7 NM					CATEGORY	A	B	C	D
Knots	60	90	120	150	180	1020-1	1020-1¼	1020-2¼	NA
Min:Sec	4:42	3:08	2:21	1:53	1:34	773 (800-1)	773 (800-1¼)	773 (800-2¼)	

WILLIMANTIC, CONNECTICUT

Amdt 9 10154

WILLIMANTIC/ WINDHAM (IJD)

41°45'N - 72°11'W

**VOR-A**

NE-1, 26 AUG 2010 to 23 SEP 2010

## AIRPORT DIAGRAM

AL-460 (FAA)

WINDSOR LOCKS / BRADLEY INTL (BDL)

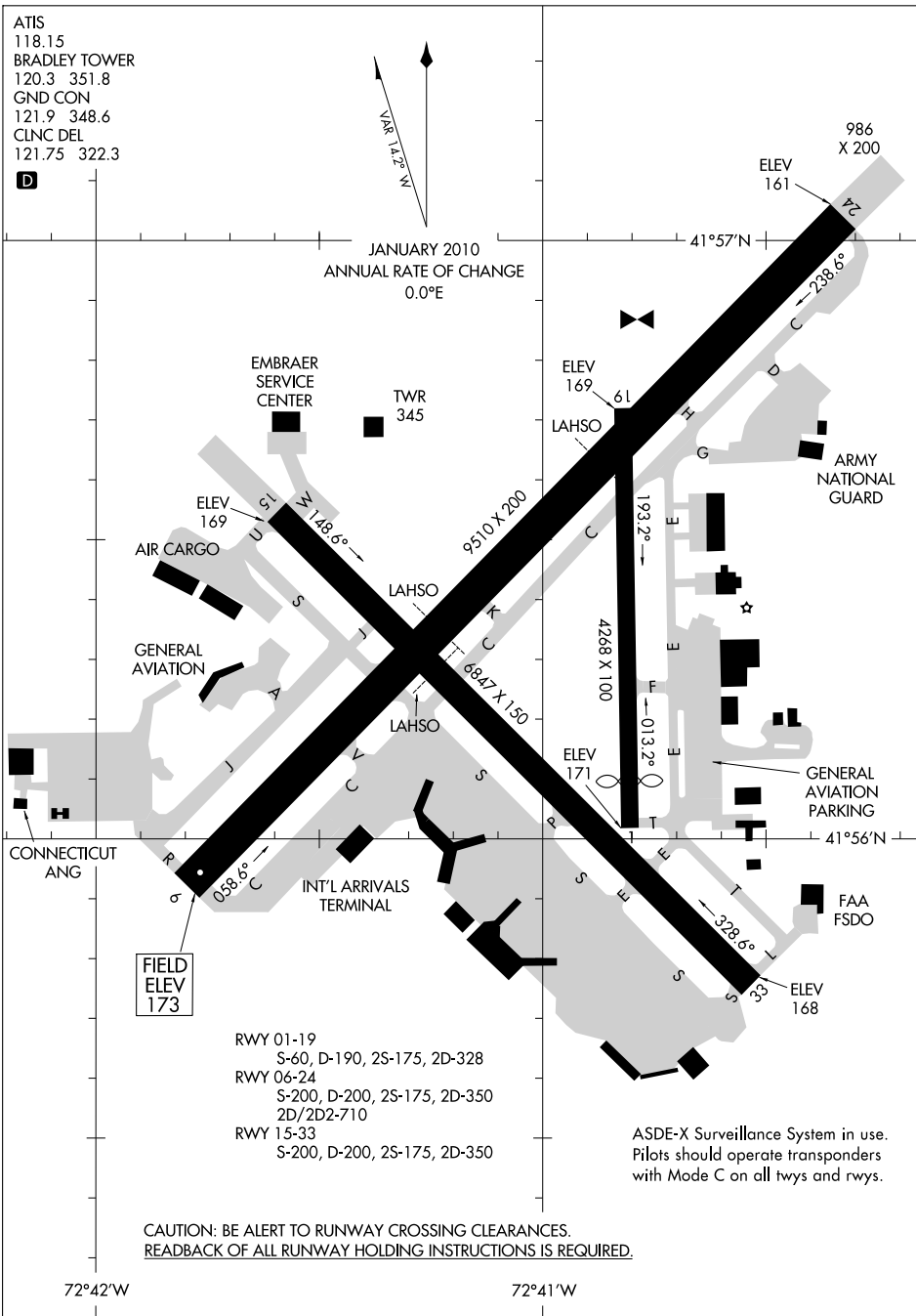
WINDSOR LOCKS, CONNECTICUT

ATIS  
118.15  
BRADLEY TOWER  
120.3 351.8  
GND CON  
121.9 348.6  
CLNC DEL  
121.75 322.3

D

JANUARY 2010  
ANNUAL RATE OF CHANGE  
0.0°E

NE-1, 26 AUG 2010 to 23 SEP 2010



NE-1, 26 AUG 2010 to 23 SEP 2010

## AIRPORT DIAGRAM

WINDSOR LOCKS, CONNECTICUT  
WINDSOR LOCKS / BRADLEY INTL (BDL)

## WINDSOR LOCKS

BRADLEY INTL (BDL) 3 W UTC-5(-4DT) N41°56.33' W72°40.99'

NEW YORK

173 B S4 FUEL 100LL, JET A OX 1, 2, 3, 4 TPA—See Remarks

H-101, 11D, 12J, L-33C, 341

LRA Class I, ARFF Index D NOTAM FILE BDL

IAP, AD

RWY 06-24: H9510X200 (ASPH-GRVD) S-200, D-200, 2S-175,  
2D-350, 2D/2D2-710 HIRL CL

RWY 06: ALSF2. TDZL. PAPI(P4L)—GA 3.0° TCH 71'. Trees.

RWY 24: MALS. TDZL. PAPI(P4L)—GA 3.0° TCH 71'. Trees.

RWY 15-33: H6847X150 (ASPH-GRVD) S-200, D-200, 2S-175,  
2D-350 HIRL

RWY 15: REIL. PAPI(P4L)—GA 3.5° TCH 61'. Trees.

RWY 33: MALS. PAPI(P4R)—GA 3.0° TCH 72'. Trees.

RWY 01-19: H4268X100 (ASPH) S-60, D-190, 2S-175, 2D-328  
MIRL

RWY 01: Thld dsplcd 475'. Acft.

RWY 19: Trees.

## LAND AND HOLD SHORT OPERATIONS

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 06	01-19	6000
RWY 24	15-33	5850
RWY 33	06-24	4550

## RUNWAY DECLARED DISTANCE INFORMATION

RWY 01: TORA-4268	TODA-4268	ASDA-4268	
RWY 06: TORA-9509	TODA-9509	ASDA-9509	LDA-9509
RWY 15: TORA-6847	TODA-6847	ASDA-6847	LDA-6847
RWY 19:			LDA-4268
RWY 24: TORA-9509	TODA-9509	ASDA-9509	LDA-9509
RWY 33: TORA-6847	TODA-6847	ASDA-6847	LDA-6847

**AIRPORT REMARKS:** Attended continuously. Numerous birds frequently on or invof arpt. No training flights; no practice apchs; no touch and go lds between: Mon-Sat 0400-1200Z† and Sun 0400-1700Z†. Rwy 01-19 open for acft with wingspan less than 79'. Rwy 01 CLOSED for arrivals to all fixed wing acft. Rwy 19 CLOSED for departures to all fixed wing acft. Twy J clsd between S and R to acft with wing spans in excess of 171 ft. ASDE-X Surveillance System in Use. Pilots should operate transponders with Mode C on all twys and rwys. Rwy 33 touchdown RVR avbl. TPA-1873(1700) heavy acft. Ldg fee for business, corporate and revenue producing acft. Flight Notification Service (ADCUS) available.

**WEATHER DATA SOURCES:** ASOS (860) 627-9732. WSP.**COMMUNICATIONS:** D-ATIS 118.15 (860-386-3570) UNICOM 122.95

WINDSOR LOCKS RCO 122.3 (BRIDGEPORT RADIO)

③ BRADLEY APP CON 123.95 (176°-240°) 125.35 (241°-060°) 127.8 (061°-175° and HFD area)

③ BRADLEY DEP CON 123.95 (176°-240°) 125.35 (241°-060°) 127.8 (061°-175° and HFD area)

TOWER 120.3 GND CON 121.9 CLNC DEL 121.75

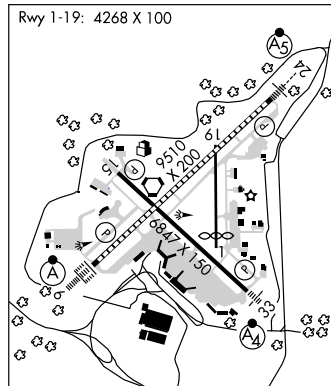
**AIRSPACE:** CLASS C svc continuous etc APP CON**RADIO AIDS TO NAVIGATION:** NOTAM FILE BDL.

(T) VORTACW 109.0 BDL Chan 27 N41°56.46' W72°41.32' at fld. 160/14W.

ILS/DME 111.1 I-BDL Chan 48 Rwy 06. Class III.

ILS/DME 108.55 I-IXK Chan 22(Y) Rwy 33. Class IE.

ILS/DME 111.1 I-MYQ Chan 48 Rwy 24. Class IT. DME unusable from .4 NM inbound to Rwy 24.



## YALEVILLE HELIPORT (JEC3) 2 N UTC-5(-4DT) N41°29.51' W72°48.67'

65 B FUEL 100LL, JET A NOTAM FILE BDR

HELIPAD H1: H65X65 (CONC)

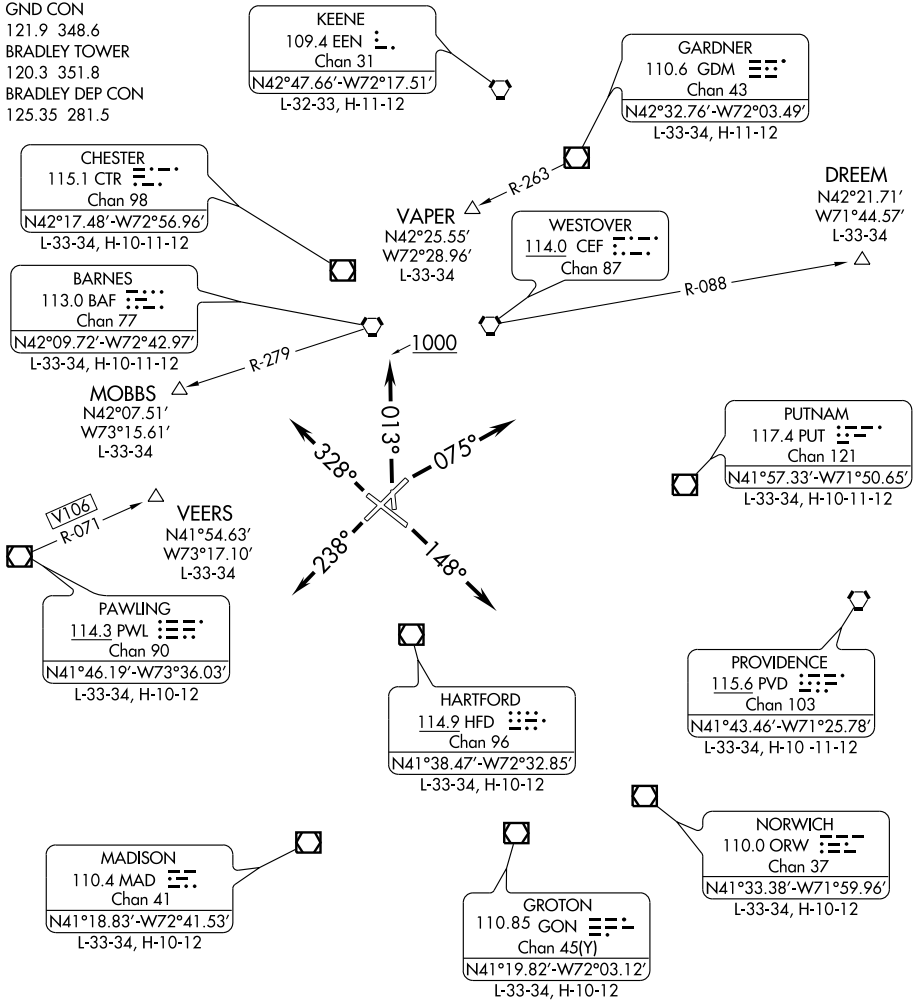
**HELIPORT REMARKS:** Attended 1400-2300Z†. Pilots unfamiliar with heliport etc 203-294-8800 prior to arrival for a briefing on current procedures. ACTIVATE rotating bcn-123.5

**COMMUNICATIONS:** CTA/UNICOM 123.05

## BRADLEY NINE DEPARTURE

WINDSOR LOCKS/ BRADLEY INTL (BDL)  
WINDSOR LOCKS, CONNECTICUT

ATIS 118.15  
CLNC DEL  
121.75 322.3  
GND CON  
121.9 348.6  
BRADLEY TOWER  
120.3 351.8  
BRADLEY DEP CON  
125.35 281.5



NOTE: RADAR REQUIRED.

TAKE-OFF MINIMUMS:

Rwy 19 NA.

Rwy 01, 06, 15, 24 STANDARD.

Rwy 33 STANDARD with a minimum climb of 326 feet per NM to 1000.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGES)

## BRADLEY NINE DEPARTURE

WINDSOR LOCKS, CONNECTICUT  
WINDSOR LOCKS/ BRADLEY INTL (BDL)

## BRADLEY NINE DEPARTURE



## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 1: Climb heading 013° to 1000 or as assigned, thence . . . .

TAKE-OFF RUNWAY 6: Climb heading 075° or as assigned, thence . . . .

TAKE-OFF RUNWAY 15: Climb heading 148° or as assigned, thence . . . .

TAKE-OFF RUNWAY 24: Climb heading 238° or as assigned, thence . . . .

TAKE-OFF RUNWAY 33: Climb heading 328° or as assigned, thence . . . .

. . . . Expect radar vectors to filed/assigned route or depicted fix. Maintain 4000 or assigned altitude, expect clearance to requested altitude/flight level ten minutes after departure.

TAKE-OFF OBSTACLE NOTES:

Rwy 1: Vehicle on roadway 342' from DER, 564' left of centerline, 15' AGL/184' MSL. Trees beginning 441' from DER, 493' left of centerline, up to 100' AGL/269' MSL. Trees beginning 1844' from DER, 45' right of centerline, up to 100' AGL/299' MSL.

Rwy 6: Trees beginning 21' from DER, 464' left of centerline, up to 100' AGL/249' MSL. Trees beginning 1956' from DER, 921' right of centerline, up to 100' AGL/249' MSL.

Rwy 15: Vehicle on roadway 531' from DER, 606' left of centerline, up to 15' AGL/186' MSL. Trees beginning 2341' from DER, 767' left of centerline, up to 100' AGL/244' MSL. Vehicle on roadway 429' from DER, 572' right of centerline, up to 15' AGL/184' MSL. Tree 1520' from DER, 786' right of centerline, up to 100' AGL/259' MSL.

Rwy 24: Trees beginning 3066' from DER, 599' left of centerline, up to 100' AGL/269' MSL. OL on fence 1239' DER, 784' left of centerline, up to 45' AGL/215' MSL. Trees beginning 2345' from DER, 489' right of centerline, up to 100' AGL/299' MSL.

Rwy 33: Trees beginning 1590' from DER, 275' left of centerline, up to 100' AGL/256' MSL. Tower 2.4 NM from DER, 3534' left of centerline, 104' AGL/774' MSL. Trees beginning 1618' from DER, 264' right of centerline, up to 100' AGL/263' MSL.

NOTE: INITIAL DEPARTURE HEADINGS ARE PREDICATED ON AVOIDING NOISE SENSITIVE AREAS. FLIGHT CREW AWARENESS AND COMPLIANCE IS IMPORTANT IN MINIMIZING NOISE IMPACTS ON SURROUNDING COMMUNITIES.

NOTE: APPROPRIATE DEPARTURE FREQUENCY TO BE ASSIGNED BY ATC.

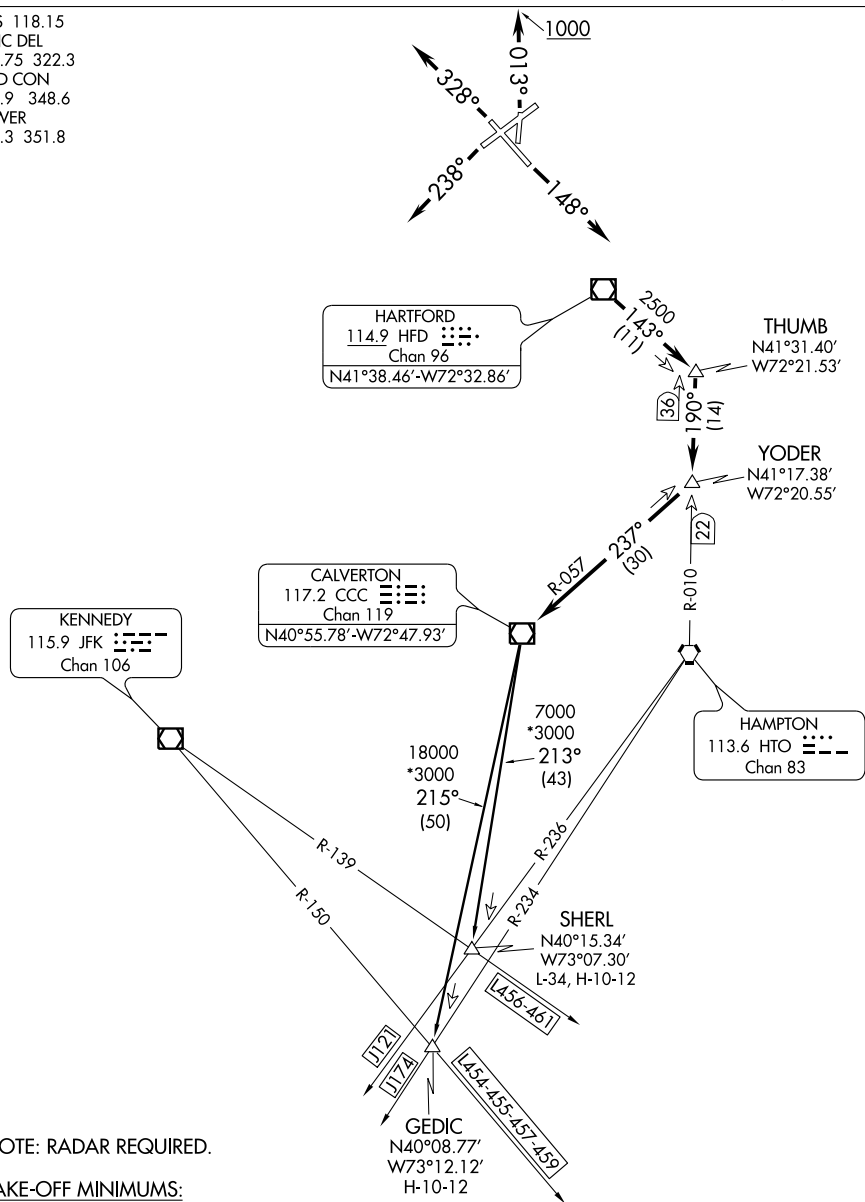
NE-1, 26 AUG 2010 to 23 SEP 2010

NE-1, 26 AUG 2010 to 23 SEP 2010



## COASTAL THREE DEPARTURE

ATIS 118.15  
CLNC DEL  
121.75 322.3  
GND CON  
121.9 348.6  
TOWER  
120.3 351.8



NOTE: RADAR REQUIRED.

TAKE-OFF MINIMUMS:

Rwy 19 NA.

Rwy 01, 06, 15, 24 STANDARD.

Rwy 33 STANDARD with minimum climb of 326 feet per NM to 1000.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

## COASTAL THREE DEPARTURE

(CSTL3.CCC) 10154

WINDSOR LOCKS, CONNECTICUT

WINDSOR LOCKS/ BRADLEY INTL (BDL)

NE-1. 26 AUG 2010 to 23 SEP 2010

## COASTAL THREE DEPARTURE



## DEPARTURE ROUTE DESCRIPTION

NOTE: INITIAL DEPARTURE HEADINGS ARE PREDICATED ON AVOIDING NOISE SENSITIVE AREAS. FLIGHT CREW AWARENESS AND COMPLIANCE IS IMPORTANT IN MINIMIZING NOISE IMPACTS ON SURROUNDING COMMUNITIES.

NOTE: APPROPRIATE DEPARTURE CONTROL FREQUENCY TO BE ASSIGNED BY ATC.

TAKE-OFF RWY 1: Climb heading 013° to 1000 or as assigned for radar vectors to HFD VOR/DME, thence . . .

TAKE-OFF RWY 6: Fly assigned heading for radar vectors to HFD VOR/DME, thence . . .

TAKE-OFF RWY 15: Climb heading 148° or as assigned for radar vectors to HFD VOR/DME, thence . . .

TAKE-OFF RWY 24: Climb heading 238° or as assigned for radar vectors to HFD VOR/DME, thence . . .

TAKE-OFF RWY 33: Climb heading 328° or as assigned for radar vectors to HFD VOR/DME, thence . . .

. . . . From over HFD VOR/DME proceed via HFD R-143 to THUMB INT, then proceed via HTO R-010 to YODER INT, then proceed via CCC R-057 to CCC VOR/DME. Then via (transition) or (assigned route). Maintain 4000 or assigned altitude. Expect clearance to requested flight level ten minutes after departure.

GEDIC TRANSITION (CSTL3.GEDIC): From over CCC VOR/DME via CCC R-215 to GEDIC.

SHERL TRANSITION (CSTL3.SHERL): From over CCC VOR/DME via CCC R-213 to SHERL.

TAKE-OFF OBSTACLE NOTES:

Rwy 1: Vehicle on road 342' from DER, 564' left of centerline, 15' AGL/184' MSL. Trees beginning 441' from DER, 493' left of centerline, up to 100' AGL/269' MSL. Trees beginning 1884' from DER, 45' right of centerline, up to 100' AGL/299' MSL.

Rwy 6: Trees beginning 21' from DER, 464' left of centerline, up to 100' AGL/249' MSL. Trees beginning 1956' from DER, 921' right of centerline, up to 100' AGL/239' MSL.

Rwy 15: Vehicle on roadway 531' from DER, 606' left of centerline, up to 15' AGL/186' MSL. Trees beginning 2341' from DER, 767' left of centerline, up to 100' AGL/244' MSL. Vehicle on roadway 429' from DER, 572' right of centerline, up to 15' AGL/186' MSL. Tree 1520' from DER, 786' right of centerline, up to 100' AGL/259' MSL.

Rwy 24: Trees beginning 3066' from DER, 599' left of centerline, up to 100' AGL/269' MSL. OL on fence 1239' DER, 784' left of centerline, up to 45' AGL/215' MSL. Trees beginning 2345' from DER, 489' right of centerline, up to 100' AGL/299' MSL.

Rwy 33: Trees beginning 1590' from DER, 275' left of centerline, up to 100' AGL/256' MSL. Tower 2.4 NM from DER, 3534' left of centerline, 104' AGL/774' MSL. Trees beginning 1618' from DER, 264' right of centerline, up to 100' AGL/263' MSL.

NE-1, 26 AUG 2010 to 23 SEP 2010

NE-1, 26 AUG 2010 to 23 SEP 2010

LOC/DME I-BDL  
**111.1**  
Chan **48**

APP CRS  
**058°**

Rwy Idg  
TDZE  
Apt Elev  
**9509**  
**173**  
**173**

## COPTER ILS or LOC RWY 6

WINDSOR LOCKS / BRADLEY INTL (BDL)

▼ For inoperative ALSF-2 increase H-ILS visibility to  
▲ NA RVR 2400 and H-LOC visibility to RVR 5000.

ALSF-2  
▲

MISSED APPROACH: Climb to 3000 via BDL  
R-060 to ERICS Int/BDL 13.9 DME and hold.

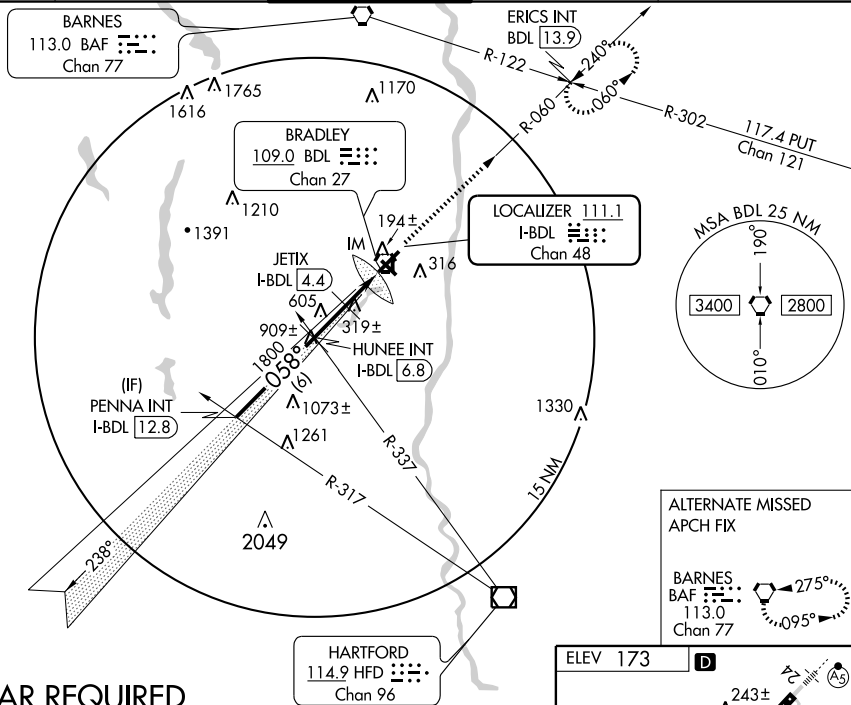
ATIS  
**118.15**

BRADLEY APP CON  
**127.225 323.2**

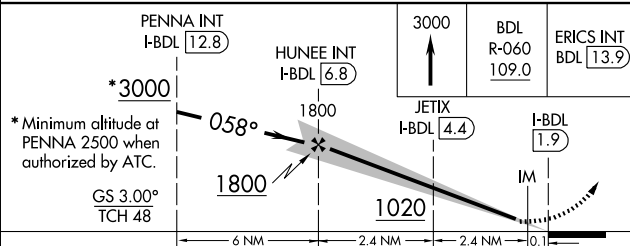
BRADLEY TOWER  
**120.3 351.8**

GND CON  
**121.9 348.6**

CLNC DEL  
**121.75 322.3**

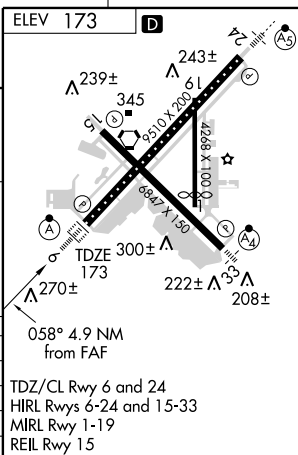


RADAR REQUIRED



CATEGORY	COPTER
H-ILS 6	273/12 100 (100-¼)
H-LOC 6	1020/24 847 (900-½)
	JETIX FIX MINIMUMS
H-LOC 6	580/24 407 (500-½)

**COPTER ILS CATEGORY II - SPECIAL AIRCREW  
& AIRCRAFT CERTIFICATION REQUIRED**



FAF to MAP 4.9 NM					
Knots	45	60	75	90	105
Min:Sec	6:32	4:54	3:55	3:16	2:48

## DEER PARK TWO ARRIVAL

WINDSOR LOCKS, CONNECTICUT

BRADLEY APP CON  
123.95 348.3  
ATIS  
118.15

BARNES  
MUNI

WESTOVER ARB/  
METROPOLITAN

BRADLEY  
INTL

LOCALIZER 111.1

I-BDL

Chan 48

N41°57.30'-W72°39.99'

BRISS

N41°42.08'

W73°00.94'

MADISON

110.4 MAD

Chan 41

N41°18.83'-W72°41.53'

Expect to cross  
at 11,000'.

CARMEL

116.6 CMK

Chan 113

DEER PARK

117.7 DPK

Chan 124

N40°47.51'-W73°18.22'

L-33-34, H-10-12

NOTE: Chart not to scale.

From over DPK VORTAC via DPK R-053 and MAD R-235 to MAD VOR/DME, thence from MAD VOR/DME via MAD R-341 to BRISS INT. Expect radar vectors to final approach course prior to BRISS INT when landing other than Bradley Runway 6.

## DEER PARK TWO ARRIVAL

(DPK.DPK2) 07298

WINDSOR LOCKS, CONNECTICUT

NE-1, 26 AUG 2010 to 23 SEP 2010

NE-1, 26 AUG 2010 to 23 SEP 2010

JAL-460 [USAF]

WINDSOR LOCKS/ BRADLEY INTL (KBDL)

VORTAC BDL

109.0

Chan **27**

ARCH CBS

056°

Rwy lda 9510

TDZE 174

Arpt Elev **173**

	ALSF-2
--	--------

**MISSED APPROACH:** Climb to 3000 via BDL R-060 to ERICS/BDL 13.9 DME and hold.

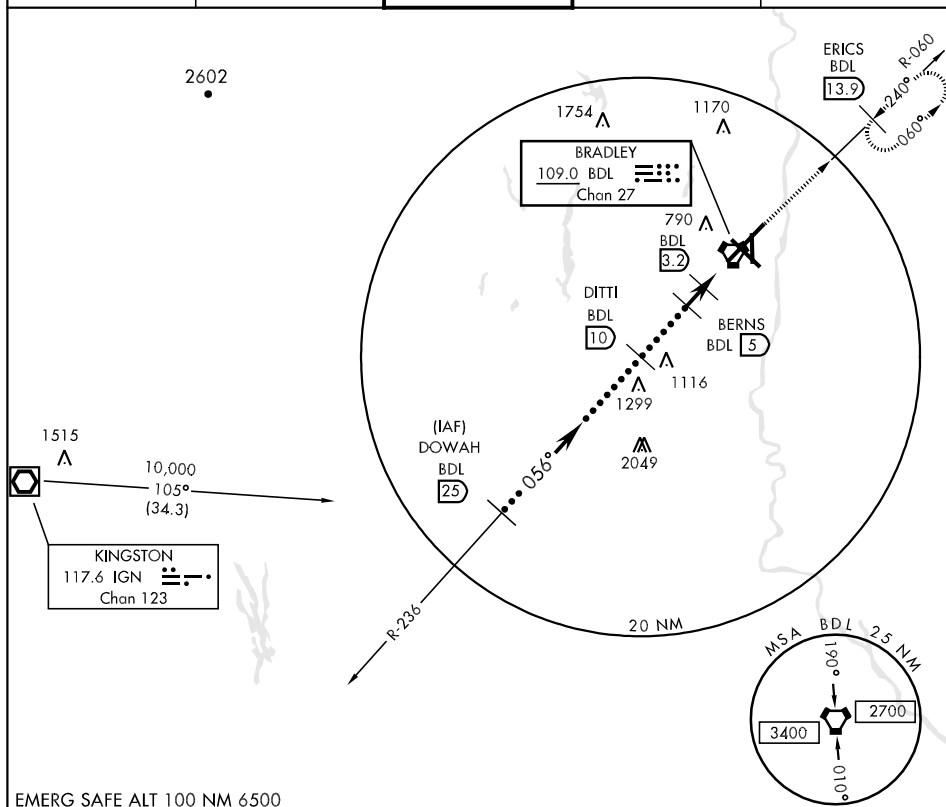
ATIS  
18.15

BRADLEY APP CON  
127.225 323.2

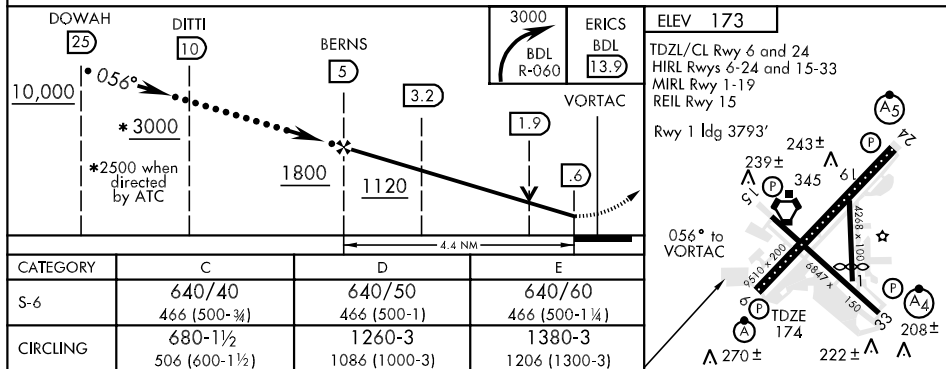
BRADLEY TOWER  
120.3 351.8

GND CON  
121.9 348.6

CLNC DEL  
**121.75 322.3**



EMERG SAFE ALT 100 NM 6500



WINDSOR LOCKS, CONNECTICUT

41° 56'N-72° 41'W

WINDSOR LOCKS/ BRADLEY INTL (KBDL)

Orig-A 07130

HI-TACAN or VOR/DME RWY 6

VORTAC BDL  
**109.0**  
Chan **27**

APCH CR  
**240°**

Rwy Idg	<b>9510</b>
TDZE	<b>171</b>
Arpt Elev	<b>173</b>

JAL-460 [USAF]

WINDSOR LOCKS/ BRADLEY INTL (KBDL)

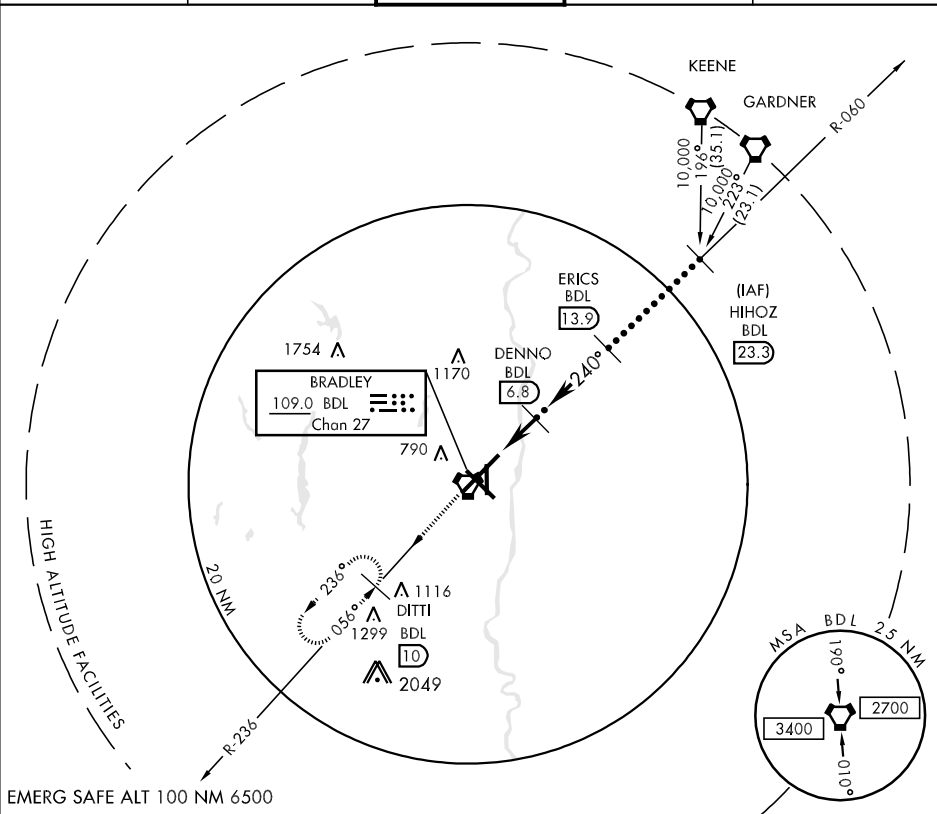
**MALSR**  MISSED APPROACH: Climb to 3000 via BDL R-236 to DITTI/BDL 10 DME and hold.

ATIS  
118.15

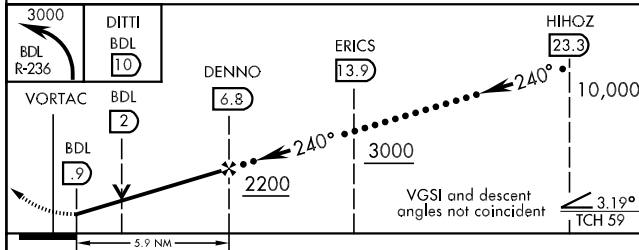
BRADLEY APP CON  
127.225 323.2BRADLEY TOWER  
120.3 351.8

GND CON  
121.9 348.6

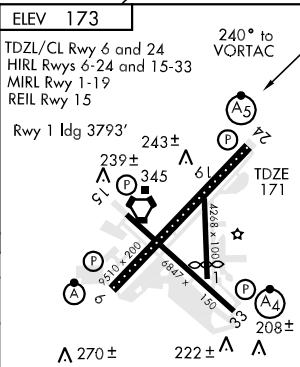
CLNC DEL  
**121.75 322.3**



EMERG SAFE ALT 100 NM 6500



CATEGORY	C	D	E
S-24	560/24 389 (400-1/2)	560/50 389 (400-1)	
CIRCLING	680-1 1/2 506 (600-1 1/2)	1260-3 1086 (1000-3)	1380-3 1206 (1300-3)



WINDSOR LOCKS, CONNECTICUT

41° 56'N-72° 41'W

WINDSOR LOCKS/ BRADLEY INTL (KBDL)

Amdt 1 07130

HI-TACAN or VOR/DME RWY 24

LOC/DME F-BDL <u>111.1</u> Chan <b>48</b>	APP CRS <b>058°</b>	Rwy Idg <b>9509</b> TDZE <b>173</b> Apt Elev <b>173</b>
---	------------------------	---

ILS or LOC RWY 6

WINDSOR LOCKS / BRADLEY INTL (BDL)



ALSF-2



**MISSED APPROACH:** Climb to 3000 via BDL VORTAC R-060 to ERICS Int/BDL 13.9 DME and hold.

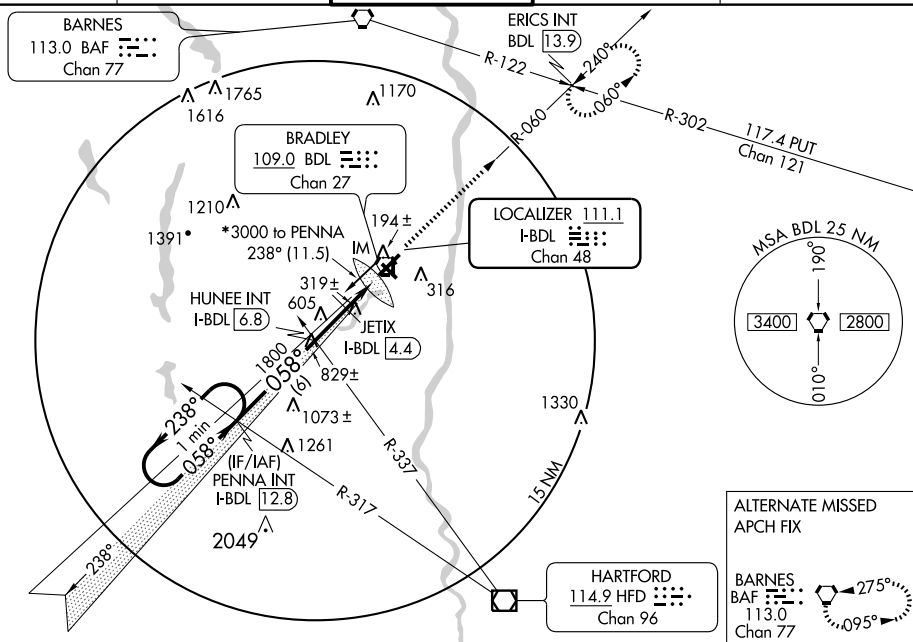
ATIS  
118.15

BRADLEY APP CON  
127.225 323.2

BRADLEY TOWER  
120.3 351.8

GND CON  
121.9 348.6

CLNC DEL  
**121.75 322.3**



NE-1. 26 AUG 2010 to 23 SEP 2010

\* 2500 when assigned by ATC.

PENNA INT  
I-BDI 128HUNEE INT  
I-BDI 68

300C

ERIC

ELEV 173

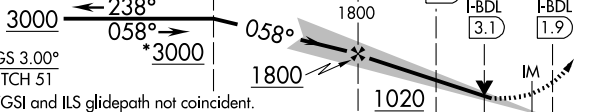
1

## One Minute Holding Pattern

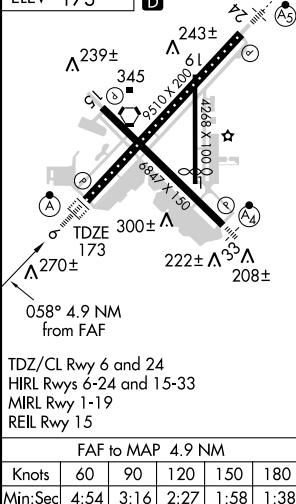
$$\frac{3000}{0.58^\circ} \leftarrow 238^\circ \rightarrow$$

GS 3.00
<u>TCH 51</u>

VGS| and |LS q|idepath not coincident.



		6 NM		2.4 NM	1.3 NM	1 NM	0.1	
CATEGORY	A	B	C	D				
S-ILS 6	373/18 200 (200-½)							
S-LOC 6	1020/24 847 (900-½)	1020/40 847 (900-¾)	1020-2 847 (900-2)	1020-2¼ 847 (900-2¼)				
CIRCLING	1020-1 847 (900-1)	1020-1¼ 847 (900-1¼)	1020-2½ 847 (900-2½)	1020-2¾ 847 (900-2¾)				
JETIX FIX MINIMUMS								
S-LOC 6	580/24	407 (500-½)		580/40	407 (500-¾)			
CIRCLING	680-1	507 (600-1)		680-1½ 507 (600-1½)	1000-2¾ 827 (900-2¾)			



WINDSOR LOCKS, CONNECTICUT

Amdt 36B 10154

41°56'N - 72°41'W

WINDSOR LOCKS / BRADLEY INTL (BDL)

ILS or LOC RWY 6





LOC/DME FIKX <b>108.55</b> Chan <b>22 (Y)</b>	APP CRS <b>328°</b>	Rwy Idg <b>6847</b> TDZE <b>171</b> Apt Elev <b>173</b>
---	------------------------	---

ILS or LOC RWY 33

WINDSOR LOCKS / BRADLEY INTL (BDL)

**T**  
**A** Inoperative table does not apply to S-LOC 33 Cat C.

MALSF

MISSED APPROACH: Climb to 3500 via BDL  
VORTAC R-328 to MISTR Int/BDL 10 DME  
and hold, continue climb-in-hold to 3500

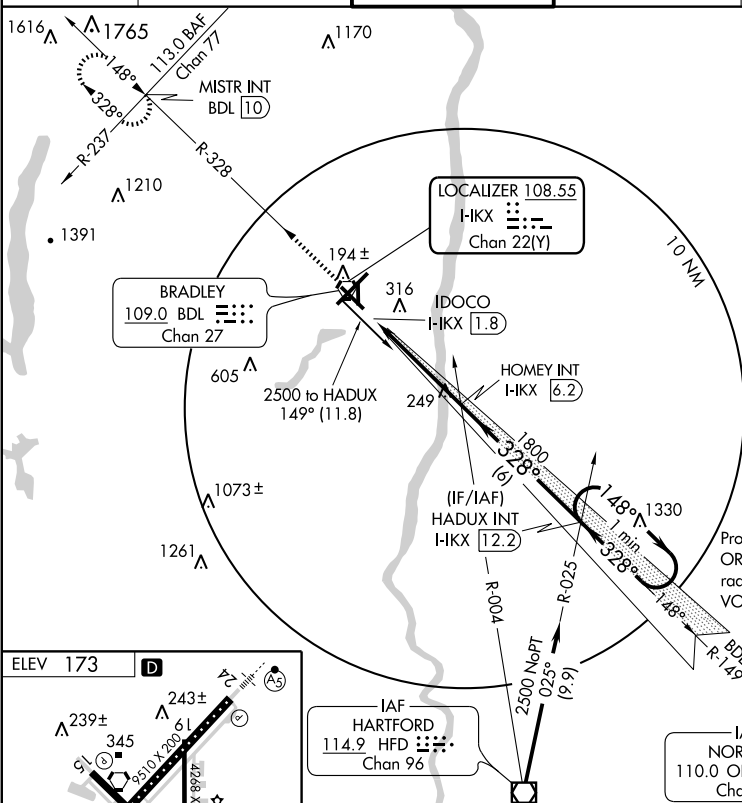
ATIS  
**118.15**

BRADLEY APP CON  
127.225 323.2

BRADLEY TOWER  
120.3 351.8

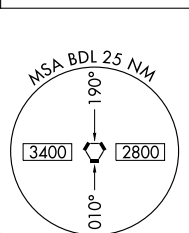
GND CON  
121.9 348.6

CLNC DEL  
**121.75 322.3**



ALTERNATE MISSED  
APCH FIX

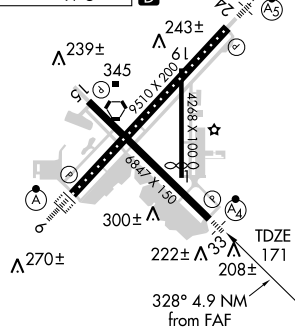
BARNES  
BAF   
113.0  
Chan 77



/ Procedure NA for arrivals on  
ORW VOR/DME via airway  
radials 259 CW 011 and HFD  
VOR/DME airway radial 053.

ELEV	173	
------	-----	--

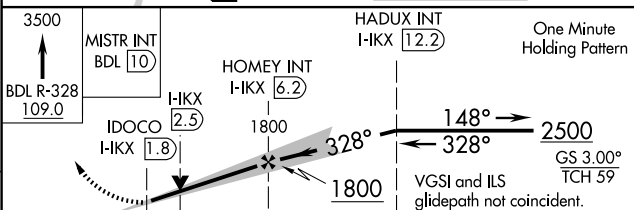
**D**



TDZ/CL Rwy 6 and 24  
HIRL Rwy 6-24 and 15-33  
MIRL Rwy 1-19  
REIL Rwy 15

FAF to MAP 4.4 NM

Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28



## One Minute Holding Pattern

VGSI and ILS glidepath not coincident.

CATEGORY	A	B	C	D
S-ILS 33	371/40 200 (200-¾)			
S-LOC 33	600/40 429 (500-¾)	600/60 429 (500-1¼)	600-1½ 429 (500-1½)	
CIRCLING	680-1 507 (600-1)	680-1½ 507 (600-1½)	1000-2¾ 827 (900-2¾)	

WINDSOR LOCKS, CONNECTICUT

Amdt 9B 10154

41°56'N - 72°41'W

WINDSOR LOCKS / BRADLEY INTL (BDL)

ILS or LOC RWY 33

NE-1. 26 AUG 2010 to 23 SEP 2010

LOC/DME I-BDL <b>111.1</b> Chan <b>48</b>	APP CRS <b>058°</b>	Rwy Idg <b>9509</b> TDZE <b>173</b> Apt Elev <b>173</b>
---	------------------------	---

**ILS RWY 6 (CAT II)**  
WINDSOR LOCKS / BRADLEY INTL (BDL)



ALSF-2



**MISSED APPROACH:** Climb to 3000 via BDL VORTAC R-060 to ERICS Int/BDL 13.9 DME and hold.

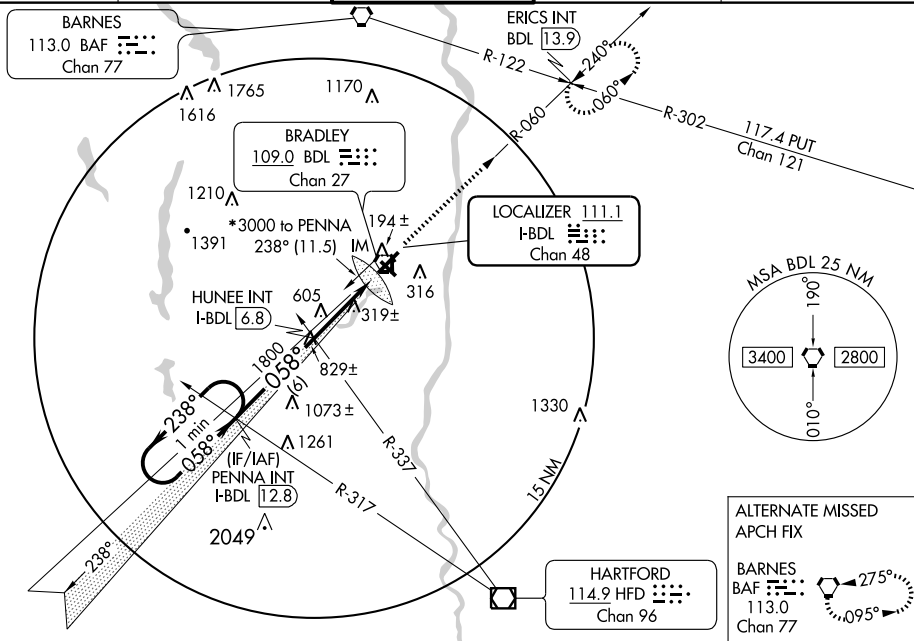
ATIS  
**118.15**

BRADLEY APP CON  
127.225 323.2

BRADLEY TOWER  
120.3 351.8

GND CON  
121.9 348.6

CLNC DEL  
**121.75 322.3**



NE-1. 26 AUG 2010 to 23 SEP 2010

\*2500 when assigned by

PENNA INT  
I-BDL 12.8

VGSI and ILS glidepath  
not coincident.

3000  
↑  
DL R-060  
1000

ERIC  
INT

**D**

### One Minute Holding Pattern

i

5.8

DL R-060  
100.0

114

3000

GS 3.4

	10
--	----

— — — — —

CATEGORY  
S-ILS 6

A	B	C
RA 101/12 100 DA 273		

1


**CATAGORY II ILS-SPECIAL AIRCREW  
& AIRCRAFT CERTIFICATION REQUIRED**

TDZ/CL Rwy 6 and 24  
HIRL Rwy 6-24 and 15-33  
MIRL Rwy 1-19  
REIL Rwy 15

WINDSOR LOCKS, CONNECTICUT  
Amdt 36B 10154

41°56'N - 72°41'W

WINDSOR LOCKS / BRADLEY INTL (BDL)

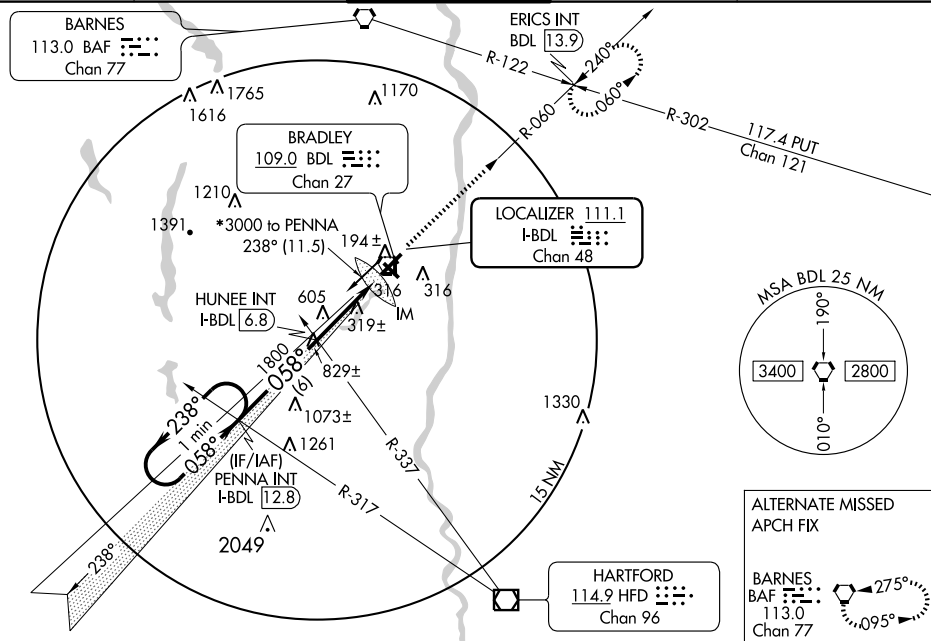
ILS RWY 6 (CAT II)

LOC/DME I-BDL <b>111.1</b> Chan <b>48</b>	APP CRS <b>058°</b>	Rwy Idg TDZE Apt Elev	<b>9509</b> <b>173</b> <b>173</b>
---	------------------------	-----------------------------	---

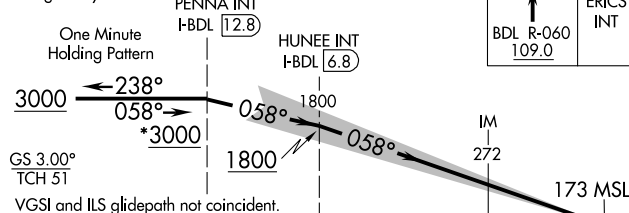
# ILS RWY 6 (CAT III)

## WINDSOR LOCKS / BRADLEY INTL (BDL)

<b>ATIS</b> <b>118.15</b>		<b>BRADLEY APP CON</b> <b>127.225 323.2</b>		<b>BRADLEY TOWER</b> <b>120.3 351.8</b>		<b>GND CON</b> <b>121.9 348.6</b>		<b>CLNC DEL</b> <b>121.75 322.3</b>	
------------------------------	--	--	--	--	--	--------------------------------------	--	--	--

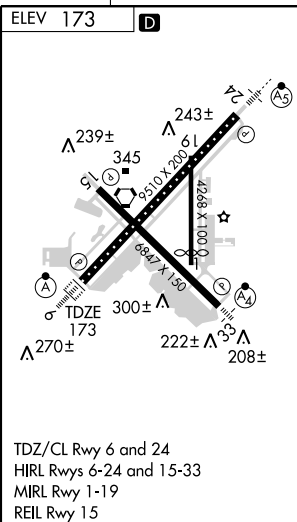


\* 2500 when assigned by ATC.



CATEGORY	A	B	C	D
S-ILS 6		CAT IIIa	RVR 07	
S-ILS 6		CAT IIIb	RVR 06	
S-ILS 6		CAT IIIc	NA	

### CATAGORY III ILS-SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED





WAAS Ch <b>70328</b> <b>W06A</b>	APP CRS <b>058°</b>	Rwy Idg TDZE Apt Elev	<b>9509</b> <b>173</b> <b>173</b>
--	------------------------	-----------------------------	---

## RNAV (GPS) RWY 6

WINDSOR LOCKS / BRADLEY INTL (BDL)



DME/DME RNP -0.3 NA.  
Baro-VNAV NA below -15°C (5°F).  
For inoperative ALSF-2, increase  
LPV visibility to RVR 6000 all Cts.



**MISSED APPROACH:** Climb to 3000 direct  
FARIL and via 060° track to ERICS and hold.

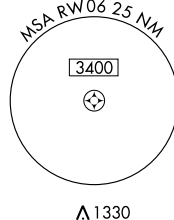
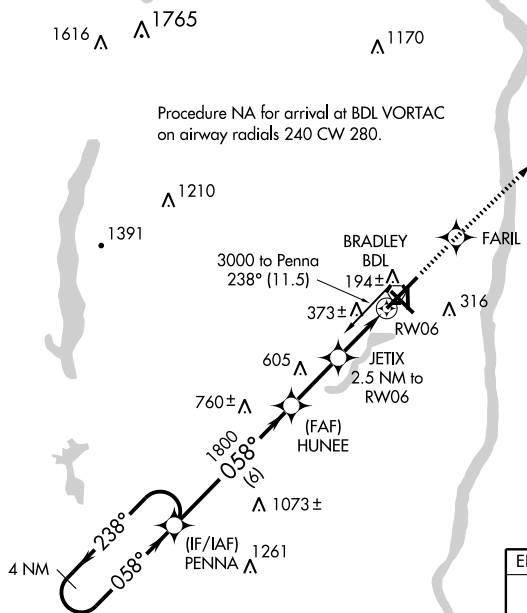
ATIS  
118.15

BRADLEY APP CON  
127.225 323.2

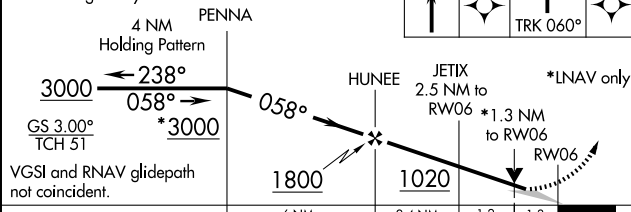
BRADLEY TOWER  
120.3 351.8

GND CON  
121.9 348.6

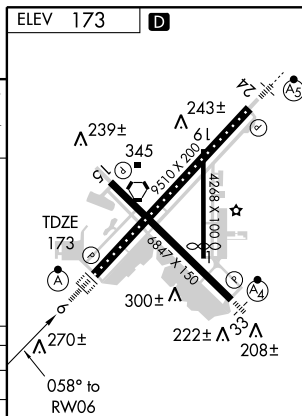
CLNC DEL  
**121.75 322.3**



\* Minimum altitude at PENNA 2500 when assigned by ATC.



CATEGORY	A	B	C	D
LPV DA	514/40 341 (400-3 $\frac{1}{4}$ )			
LNAV/ VNAV DA	669/60 496 (500-1 $\frac{1}{4}$ )			
LNAV MDA	640/24 467 (500- $\frac{1}{2}$ )		640/40 467 (500-1 $\frac{3}{4}$ )	640/50 467 (500-1)
CIRCLING	680-1 $\frac{3}{4}$ 507 (600-1 $\frac{3}{4}$ )			1000-2 $\frac{3}{4}$ 827 (900-2 $\frac{3}{4}$ )



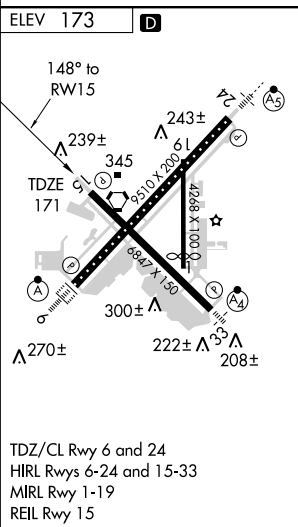
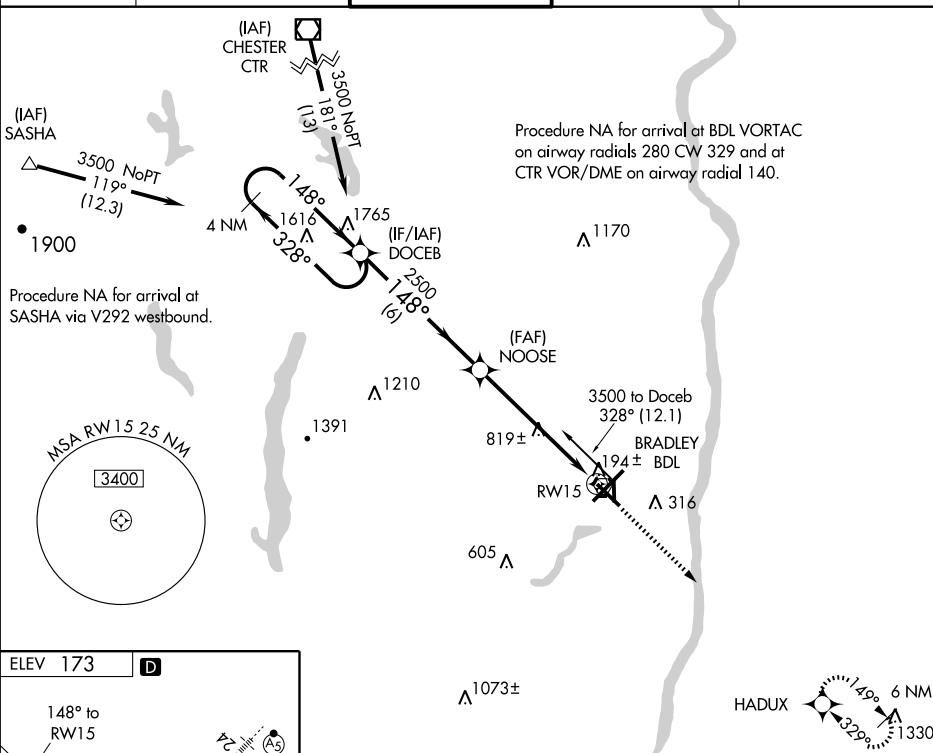
TDZ/CL Rwy 6 and 24  
HIRL Rwy 6-24 and 15-33  
MIRL Rwy 1-19  
REIL Rwy 15

WAAS Ch <b>60928</b> <b>W15A</b>	APP CRS <b>148°</b>	Rwy Idg TDZE Apt Elev	<b>6847</b> <b>171</b> <b>173</b>
--	------------------------	-----------------------------	---

# RNAV (GPS) RWY 15

WINDSOR LOCKS / BRADLEY INTL (BDL)

<b>▽</b> <b>▲</b>		DME/DME RNP -0.3 NA.		MISSED APPROACH: Climb to 3000 direct HADUX and hold.	
ATIS <b>118.15</b>	BRADLEY APP CON <b>127.225 323.2</b>	BRADLEY TOWER <b>120.3 351.8</b>		GND CON <b>121.9 348.6</b>	CLNC DEL <b>121.75 322.3</b>



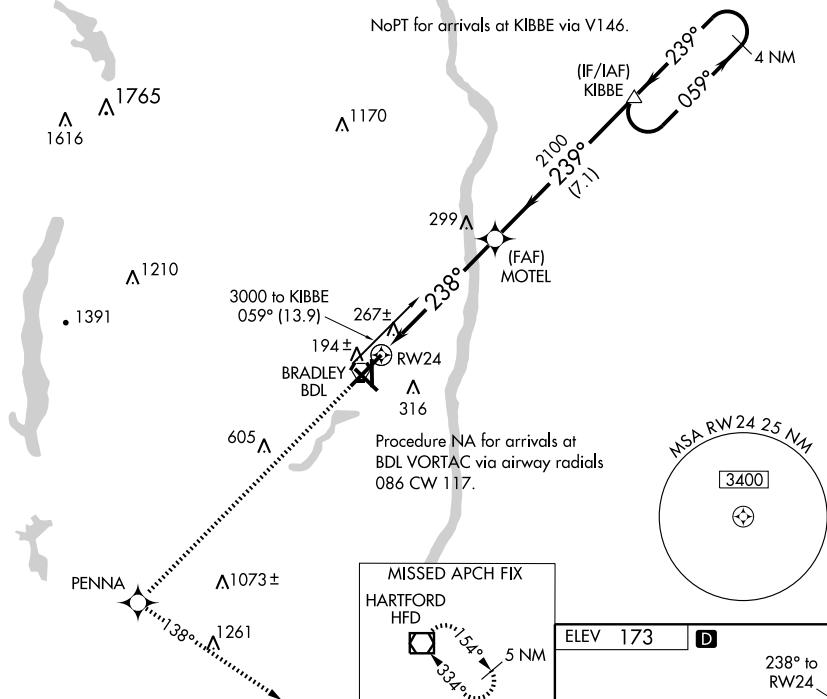
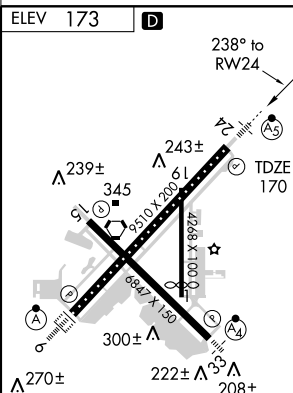
ELEV 173 <b>D</b> 148° to RW15 TDZE 171 239± 345 243± 61 4268 X 1000 6847 X 150 300± 222± 208± 270±		4 NM Holding Pattern DOCEB 3500 ← 328° → 148° GS 3.60° TCH 60 NOOSE 2500 * LNAV only. 6 NM 3.6 NM 2.3		3000 HADUX
CATEGORY	A	B	C	D
LPV DA	525-1		354 (400-1)	NA
LNAV/VNAV DA	NA			
LNAV MDA	1080-1¼	909 (1000-1¼)	1080-2¾ 909 (1000-2¾)	NA
CIRCLING	1080-1¼	907 (1000-1¼)	1080-2¾ 907 (1000-2¾)	NA

# RNAV (GPS) RWY 24

WINDSOR LOCKS / BRADLEY INTL (BDL)

**MISSED APPROACH:** Climb to 4000 direct PENNA and left turn via track 138° to HFD VOR/DME and hold.

CLNC DEL  
**121.75 322.3**

[illegible]

CATEGORY		A	B	C	D
LPV	DA	370/24 200 (200-½)			
LNAV/ VNAV	DA	566/50 396 (400-1)			
LNAV	MDA	540/24 370 (400-½)			540/50 370 (400-1)
CIRCLING		680-1 507 (600-1)		680-1½ 507 (600-1½)	1020-2¾ 847 (900-2¾)

TDZ/CL Rwy 6 and 24  
HIRL Rwy 6-24 and 15-33  
MIRL Rwy 1-19  
REIL Rwy 15

WAAS Ch **65628**  
**W33A**

APP CRS **328°**

Rwy Idg TDZE **171**  
 Apt Elev **173**

# RNAV (GPS) RWY 33

WINDSOR LOCKS / BRADLEY INTL (BDL)

▼ DME/DME RNP-0.3 NA.  
 Baro-VNAV NA below -15°C (5°F).  
 Inoperative table does not apply to LPV and LNAV/VNAV.

MALSF  
 (A)

MISSED APPROACH: Climb to 3500 direct HIGAM and via 329° track to MISTR and hold, continue climb-in-hold to 3500.

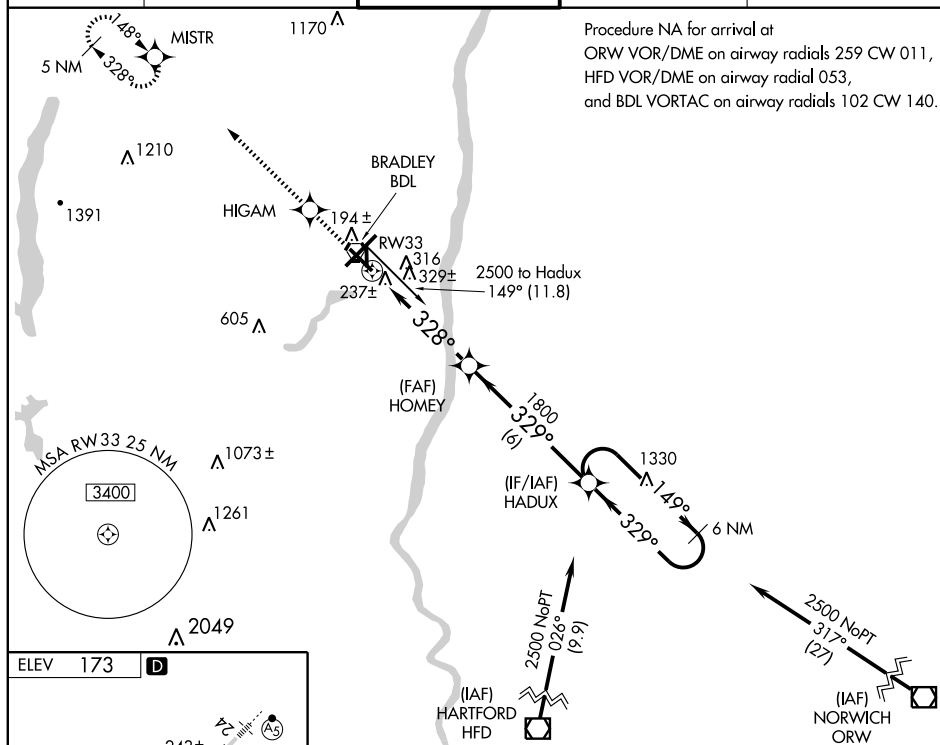
ATIS  
**118.15**

BRADLEY APP CON  
**127.225 323.2**

BRADLEY TOWER  
**120.3 351.8**

GND CON  
**121.9 348.6**

CLNC DEL  
**121.75 322.3**



ELEV **173**

**D**

3500	HIGAM	MISTR	HADUX		6 NM Holding Pattern
↑		↑	149° → 2500		
	TRK 329°		← 329°		
*1 NM to RW33		HOMEY	329°	1800	GS 3.00° TCH 59
* LNAV only					
1 NM		3.9 NM	6 NM		
CATEGORY	A	B	C	D	
LPV DA	460/50		289 (300-1)		
LNAV/VNAV DA	658-1¾		487 (500-1¾)		
LNAV MDA	560/40		389 (400-¾)		560/60 389 (400-1¾)
CIRCLING	680-1¾		507 (600-1¾)		1000-2¾ 827 (900-2¾)

WINDSOR LOCKS, CONNECTICUT

Amdt 1 10154

41°56'N - 72°41'W

WINDSOR LOCKS / BRADLEY INTL (BDL)

# RNAV (GPS) RWY 33



APP CRS **148°**  
Rwy Idg **6847**  
TDZE **171**  
Apt Elev **173**

# RNAV (RNP) Z RWY 15

WINDSOR LOCKS / BRADLEY INTL (BDL)

**GPS Required.** For uncompensated Baro-VNAV systems, procedure NA below -15°C (5°F) or above 39°C (103°F).  
Procedure NA for aircraft with wingspan greater than 136 feet.

**MISSED APPROACH:** Climb to 3000 on track 148° to HADUX and hold.

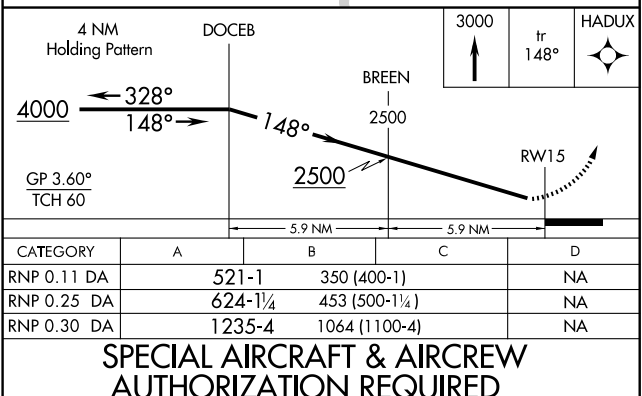
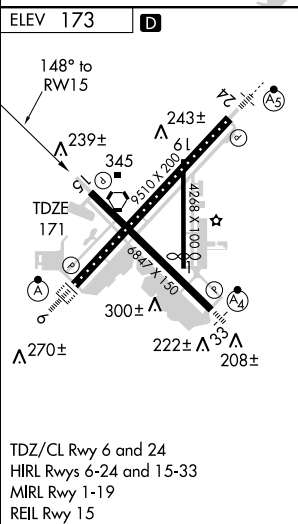
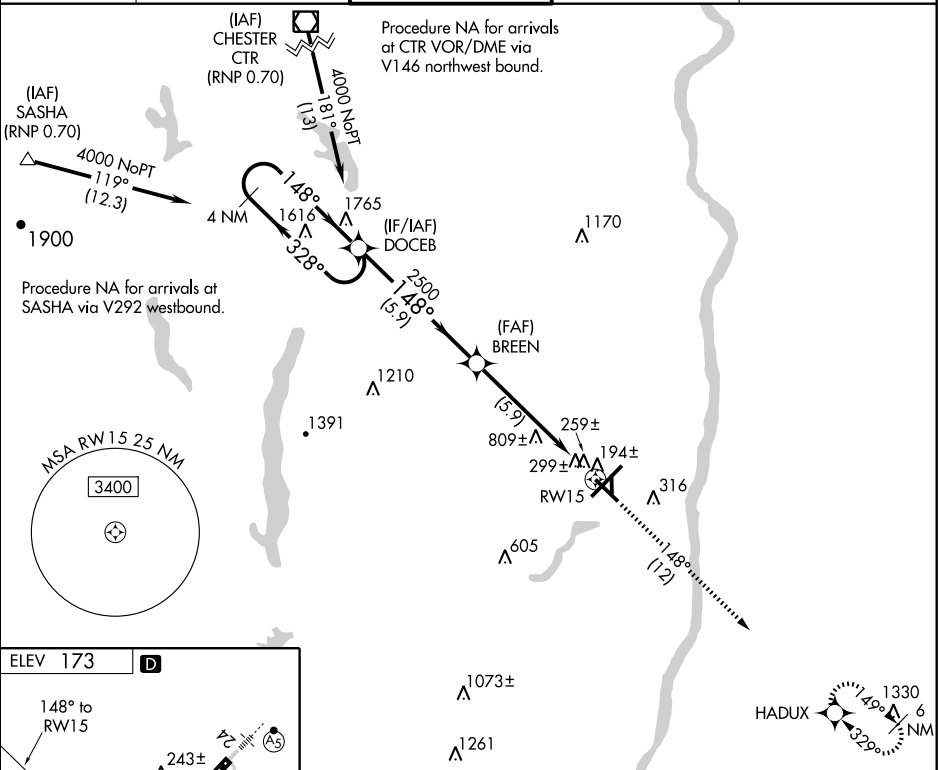
ATIS  
**118.15**

BRADLEY APP CON  
**127.225 323.2**

BRADLEY TOWER  
**120.3 351.8**

GND CON  
**121.9 348.6**

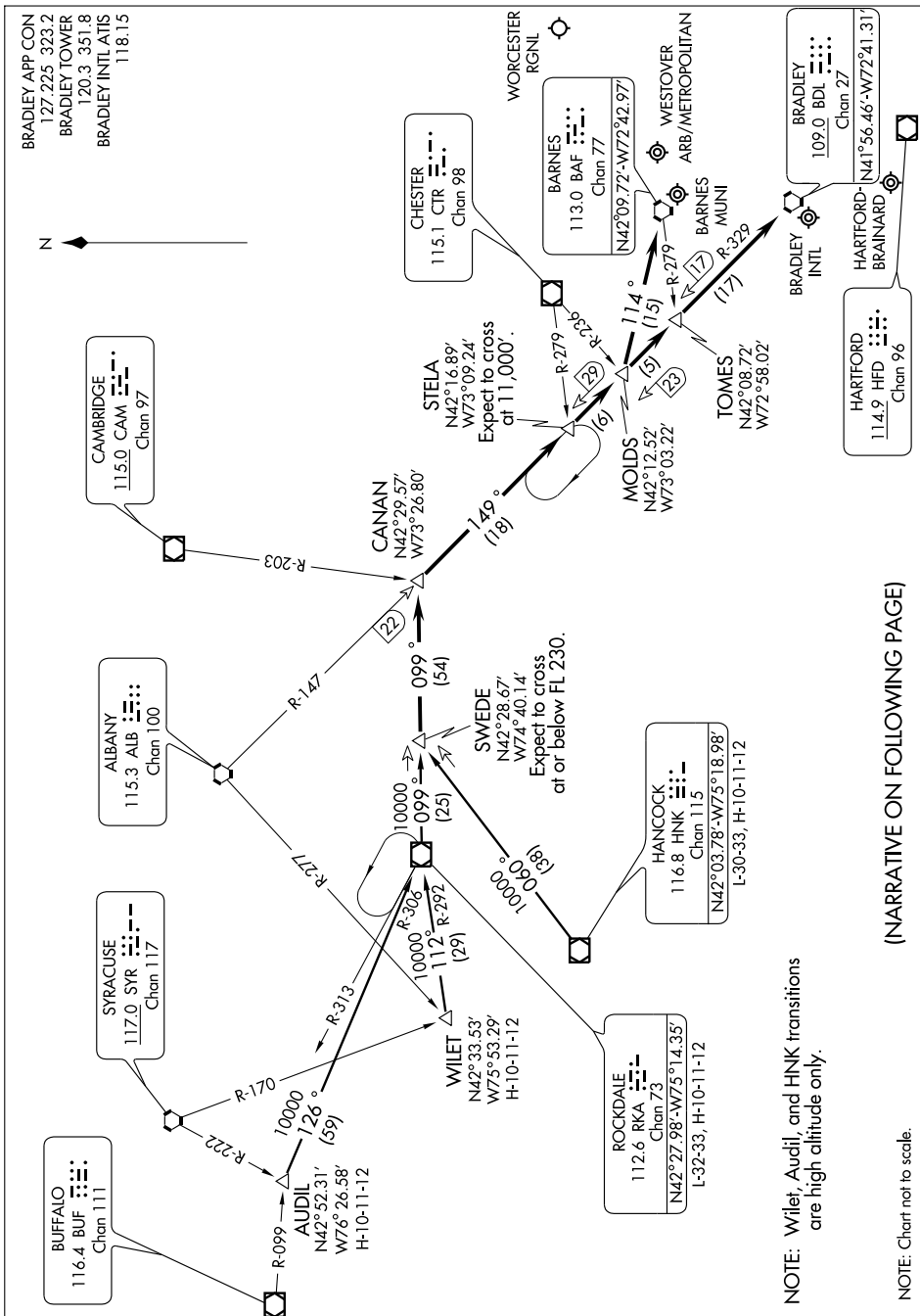
CLNC DEL  
**121.75 322.3**



## SWEDE ONE ARRIVAL (SWEDE.SWEDE1)

WINDSOR LOCKS, CONNECTICUT

NE-1, 26 AUG 2010 to 23 SEP 2010



(NARRATIVE ON FOLLOWING PAGE)

NE-1, 26 AUG 2010 to 23 SEP 2010

## SWEDE ONE ARRIVAL (SWEDE.SWEDE1)

WINDSOR LOCKS, CONNECTICUT

## ARRIVAL DESCRIPTION

AUDIL TRANSITION (AUDIL.SWEDE1): From over AUDIL INT via RKA R-306 to RKA VOR/DME; then via RKA R-099 to SWEDE INT. Thence. . . .

HANCOCK TRANSITION (HNK.SWEDE1): From over HNK VOR/DME via HNK R-060 to SWEDE INT. Thence. . . .

ROCKDALE TRANSITION (RKA.SWEDE1): From over RKA VOR/DME via RKA R-099 to SWEDE INT. Thence. . . .

WILET TRANSITION (WILET.SWEDE1): From over WILET INT via RKA R-292 to RKA VOR/DME; then via RKA R-099 TO SWEDE INT. Thence. . . .

ARRIVALS FOR BRADLEY INTL and HARTFORD-BRAINARD

. . . . From over SWEDE INT via RKA R-099 to CANAN INT. Then via BDL R-329 to BDL VORTAC. Expect radar vectors to final approach course.

ARRIVALS FOR BARNES MUNI, WESTOVER ARB/METROPOLITAN and WORCESTER RGNI

. . . . From over SWEDE INT via RKA R-099 to CANAN INT. Then via BDL R-329 to MOLDS INT. Then direct to BAF VORTAC. Expect radar vectors to final approach course.

NE-1, 26 AUG 2010 to 23 SEP 2010

NE-1, 26 AUG 2010 to 23 SEP 2010

VORTAC BDL <b><u>109.0</u></b> Chan <b>27</b>	APP CRS <b>056°</b>	Rwy Idg <b>9509</b> TDZE <b>174</b> Apt Elev <b>174</b>
---	------------------------	---

VOR or TACAN RWY 6  
WINDSOR LOCKS / BRADLEY INTL (BDL)

ALSF-2

MISSED APPROACH: Climb to 3000 via BDL  
R-060 to ERICS Int/BDL 13.9 DME and hold.

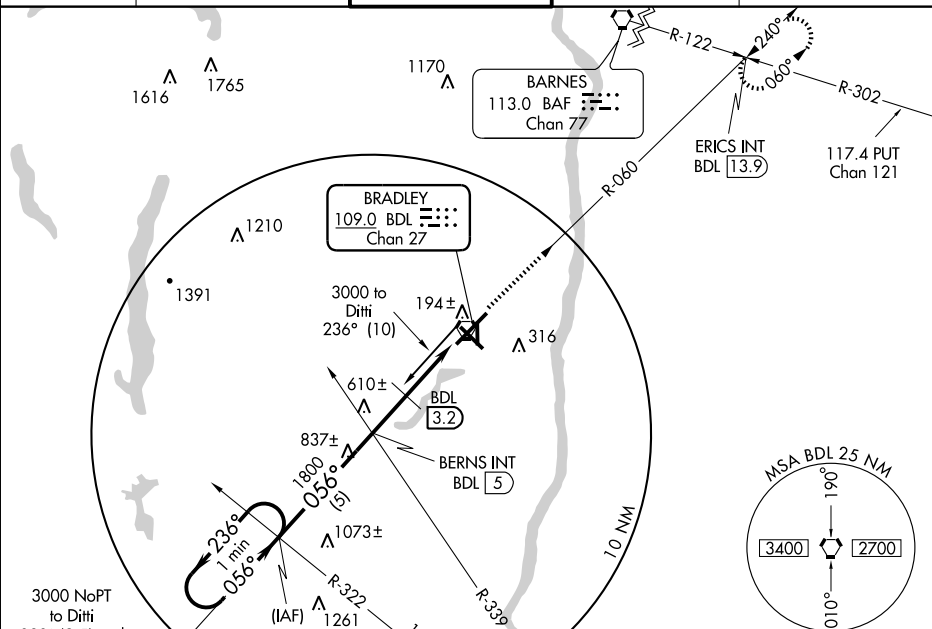
ATIS  
118.15

BRADLEY APP CON  
127.225 323.2

BRADLEY TOWER  
120.3 351.8

GND CON  
121.9 348.6

CLNC DEL  
**121.75 322.3**



NE-1, 26 AUG 2010 to 23 SEP 2010

NE-1. 26 AUG 2010 to 23 SEP 2010

One Minute Holding Pattern

DITTI INT 10 BDL

BERNES INT 5 BDL

3000

236°

056° → 3000

\* 2500 when directed by ATC.

1800

3.40° TCH 50

1120

3000

BDL 3.2

BDL 1.9

VORTAC

BDL 0.6

BDL R-060 109.0

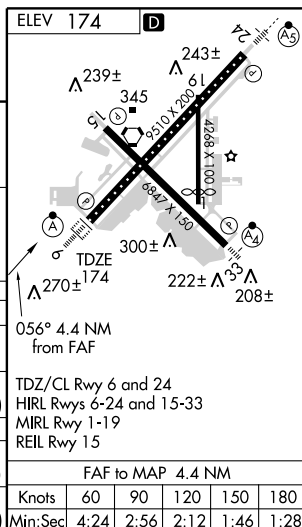
ERIC'S INT

VGSI and descent angles not coincident.

CATEGORY	A	B	C	D	E
S-6	1120/40	946 (1000-¾)	1120-2¼ 946 (1000-2¼)	1120-2½	946 (1000-2½)
CIRCLING	1120-1¼	946 (1000-1¼)	1120-2¾ 946 (1000-2¾)	1120-3 946 (1000-3)	1380-3 1206(1300-3)

DMF MINIMUMS

S-6	640/24 466 (500-½)	640/40 466 (500-¾)	640/50 466 (500-1)	640/60 466 (500-1¼)
CIRCLING	680-1 506 (600-1)	680-1½ 506 (600-1½)	1100-3 926 (1000-3)	1380-3 1206 (1300-3)



VORTAC BDL 109.0 Chan 27	APP CRS 148°	Rwy Idg TDZE 172 Apt Elev 174	6847 172 174
--------------------------------	-----------------	---	--------------------

# VOR or TACAN RWY 15

WINDSOR LOCKS / BRADLEY INTL (BDL)



MISSED APPROACH: Climb to 3000 via BDL R-149  
to CLEFF Int/BDL 11 DME and hold.

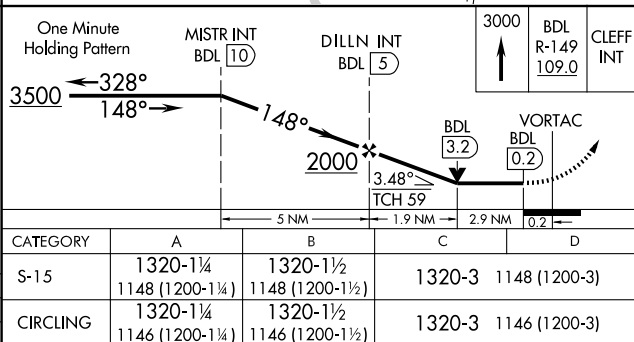
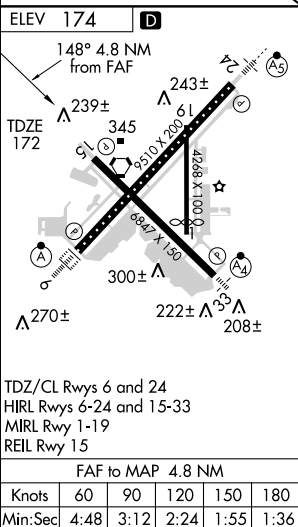
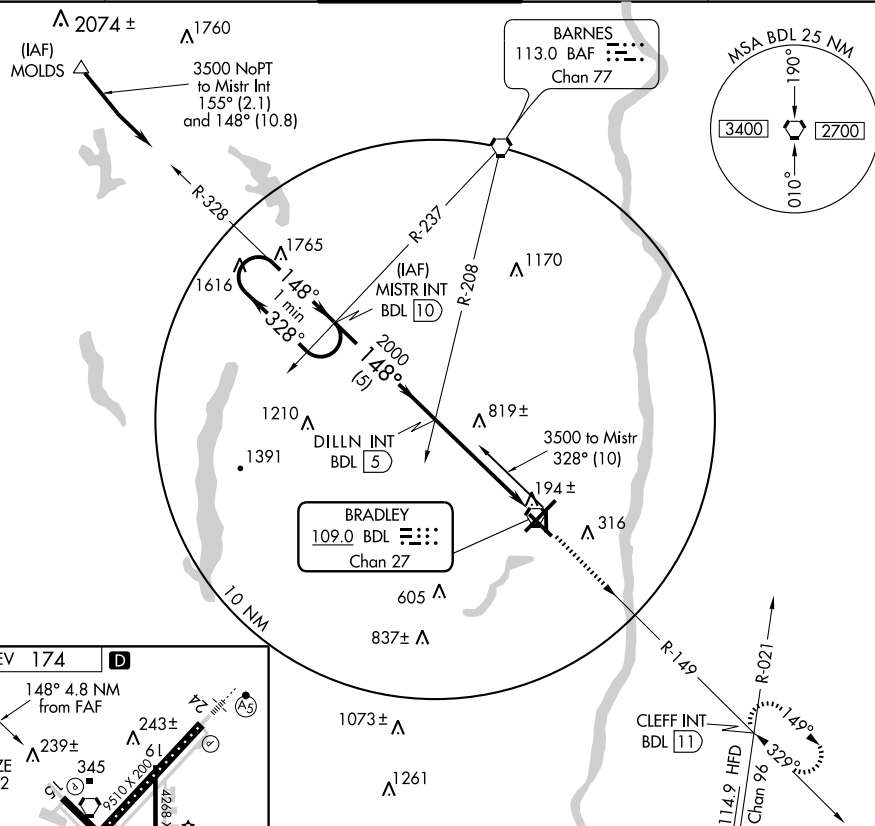
ATIS  
118.15

BRADLEY APP CON  
127.225 323.2

BRADLEY TOWER  
120.3 351.8

GND CON  
121.9 348.6

CLNC DEL  
121.75 322.3



VORTAC BDL <b>109.0</b> Chan <b>27</b>	APP CRS <b>240°</b>	Rwy Idg TDZE <b>171</b> Apt Elev <b>174</b>	<b>9509</b>
--	------------------------	---	-------------

## VOR or TACAN RWY 24

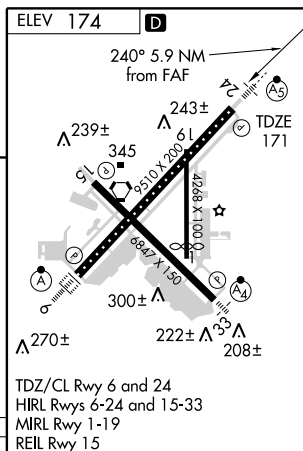
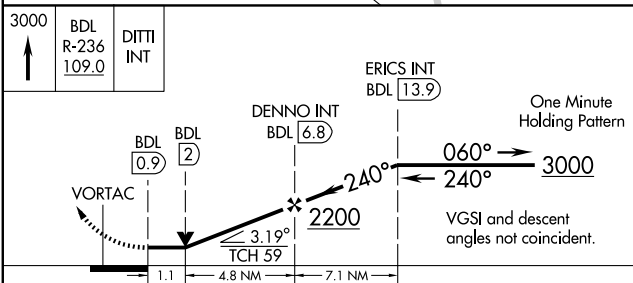
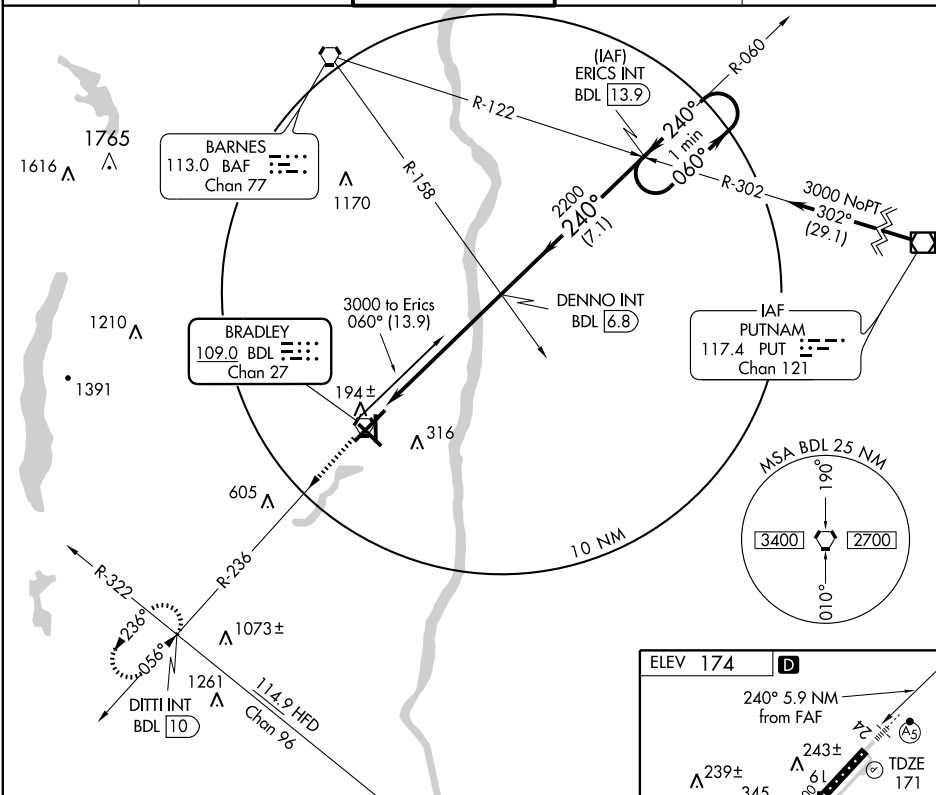
WINDSOR LOCKS / BRADLEY INTL (BDL)

▼ For inoperative MALSR increase  
▲ S-24 CAT D and E RVR to 6000.



MISSED APPROACH: Climb to 3000 via BDL  
R-236 to DITTI Int/BDL 10 DME and hold.

ATIS <b>118.15</b>	BRADLEY APP CON <b>127.225 323.2</b>	BRADLEY TOWER <b>120.3 351.8</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>121.75 322.3</b>
-----------------------	---	-------------------------------------	-------------------------------	---------------------------------



CATEGORY	A	B	C	D	E
S-24	560/24 389 (400-1/2)			560/50 389 (400-1)	
CIRCLING	680-1 506 (600-1)	680-1 1/2 506 (600-1 1/2)	1100-3 926 (1000-3)	1380-3 1206 (1300-3)	

FAF to MAP 5.9 NM					
Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

VORTAC BDL  
109.0  
Chan 27

APP CRS  
329°

Rwy Idg  
TDZE 171  
Apt Elev 173

## VOR or TACAN RWY 33

WINDSOR LOCKS / BRADLEY INTL (BDL)

▼ Inoperative table does not apply to CAT C.  
▲ Visibility reduction by helicopters NA.

MALSF



MISSED APPROACH: Climb to 3500 via BDL  
R-328 to MISTR Int/BDL 10 DME and hold.

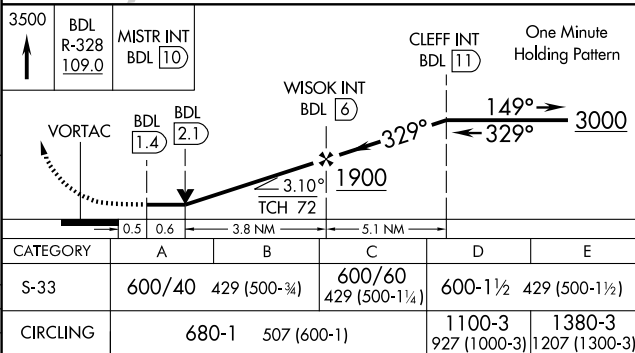
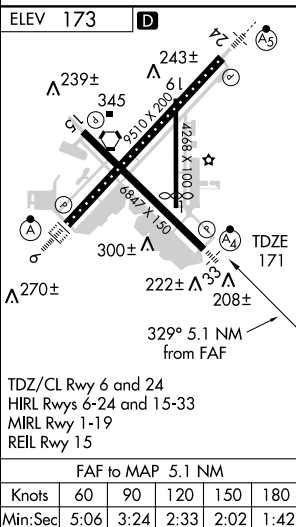
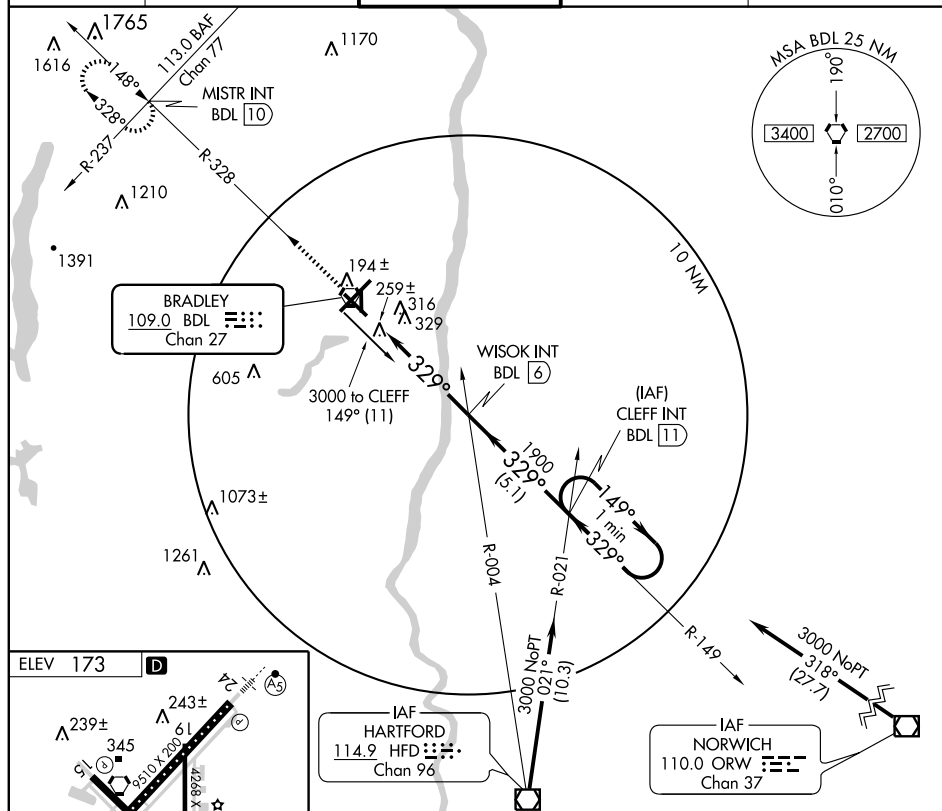
ATIS  
118.15

BRADLEY APP CON  
127.225 323.2

BRADLEY TOWER  
120.3 351.8

GND CON  
121.9 348.6

CLNC DEL  
121.75 322.3



WINDSOR LOCKS, CONNECTICUT

Orig-C 10154

41°56'N - 72°41'W

WINDSOR LOCKS / BRADLEY INTL (BDL)

VOR or TACAN RWY 33

NE-1, 26 AUG 2010 to 23 SEP 2010

NE-1, 26 AUG 2010 to 23 SEP 2010